

# Navy News

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FEBRUARY 2000 80p

## Millennium Bug 'not quite dead yet' – Service chief

MILLENNIUM bug sorted? Not for some while yet, says the First Sea Lord. Not enough to satisfy the Navy, anyhow.

Which shows him that the money put in to resolve the problem over the past year or two has been money well spent.

In an exclusive interview with Navy News, Admiral Sir Michael Boyce

kicked off by taking an angry swipe at critics who have accused the Government of over-reacting to the chances of a Y2K computer crash.

"The fact is, we are still having a few problems – very low-level ones, and nothing that stops us doing our business. But they are indicators of the big problems we might otherwise have encountered if we hadn't put in all that time and effort.

"So I can get pretty cross with all these people who are now saying that it wasn't worthwhile. Six months ago these were the very same people who berated us for not doing enough – and now they are pointing at other countries who have done next to nothing and saying 'Well, they're all right, aren't they?'"

"In reality, they have no idea how many inefficiencies are being experi-

enced by those countries, because they are not being exposed. Perhaps because they're so inefficient that they probably don't even know about them yet!"

"Well, what may be acceptable in some of those countries in terms of ongoing defence capability is unacceptable in ours, where we demand very high levels of performance.

"So there's still no room for com-

placency. The Y2K problem is not dead yet, so far as I'm concerned, until at least after February 29 – that is, leap year day. And it will take another two or three months before all the problems we might foresee have been properly identified and addressed.

■ Admiral Boyce on a Naval strategy for the 21st century – centre pages.

### No tighter rules for heterosexuals pledged as ban on gays is lifted

# CODE OF HONOUR FOR ALL

AN ASSURANCE has been given that the new Code of Social Conduct for Service people, coming with the end of the ban on homosexuals in the Armed Forces, does not tighten-up the rules on heterosexual relationships.

The undertaking was given by Defence Secretary Geoff Hoon when he announced the policy change in the Commons.

"The code will apply across the Forces, regardless of Service, rank, gender or sexual orientation," he said. "It will provide a clear framework within which people can live and work. And it will complement existing policies such as zero toler-

ance towards harassment, discrimination and bullying."

In the area of personal relationships the code imposes standards of behaviour more demanding than those in society as a whole – with the aim of sustaining team cohesion, trust and loyalty.

Examples given of behaviour that could undermine those values – and harm morale and discipline – include:

■ Unwelcome sexual attention in the form of physical or verbal conduct.

■ Over-familiarity with the spouses or partners of other Service personnel.

■ Displays of affection which might cause offence to others.

■ Behaviour which damages or hazards the marriage or personal relationships of Service personnel or civilian colleagues within the

wider Defence community.

■ Taking sexual advantage of subordinates.

The code recognises that it is not practicable to list every type of conduct that may be seen as social misbehaviour, and each case will be judged on its merits.

At the heart of the code is 'The Service Test' which Commanding Officers at every level must consider when determining whether the Service has a duty to intervene in the personal lives of its people in possible cases of misconduct.

The Test asks COs: "Have the actions or behaviour of an individual adversely impacted or are they likely to impact on the efficiency or operational effectiveness of the Service?"



## HOME FOR THE GRANGE

RFA Fort Grange leaves the port of Split to end the Royal Fleet Auxiliary service's seven years of support for British forces ashore in Croatia and Bosnia. Full story – page 19.

Picture: LA(PHOT) Paul Smith

Commanding Officers are being given detailed guidance on a series of key criteria which will establish the seriousness of the misconduct and its impact on operational effectiveness – and the appropriate and proportionate level of sanction.

That sanction could constitute a formal warning, official censure, the posting of one or more of the parties involved, or disciplinary action.

In particularly serious cases, or where an individual persists with – or has a history of acts of social misconduct – formal disciplinary or administrative action may be taken which could lead to termination of service.

Mr Hoon said the code had been developed by Service experts who understood fully the operational needs and day-to-day practicalities of the Armed Forces.

"In using the code, commanders

will have to apply the Service Test through the exercise of their good judgment, discretion and common sense – the essence of command and the effective management of people."

Lifting of the Services ban on homosexuals became immediate with Mr Hoon's announcement on January 12. The policy change was the result of a review following a European Court of Human Rights

■ Turn to back page

# Greek islanders plan to honour lost crew of Perseus

TOWNSPEOPLE on an idyllic Greek island plan to unveil a memorial this year to a British submarine which in December 1941 was sunk with the loss of 59 of her crew a few miles off their shores.

The Mayor and Chamber of Commerce of Poros on Cephalonia plan to unveil the memorial in May and hold a wreath-laying ceremony over the spot where HMS Perseus lies, 170ft deep.

Now the town is seeking the lost crew's relatives to invite them to the ceremonies.

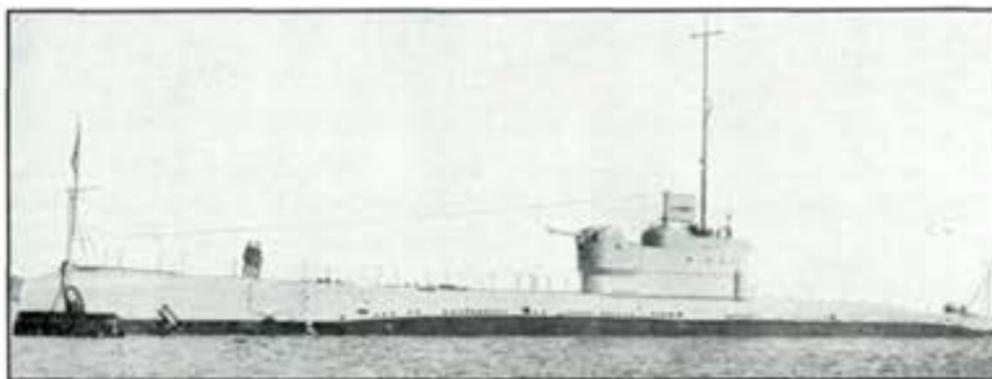
Also in their minds is the sole survivor of the sinking, John Capes. His adventures form one of the most remarkable escape stories of World War II.

Capes, who died in 1985, was a stoker in Perseus during her last, fatal journey from Alexandria, bound for Malta.

She struck a mine between the Italian-occupied islands of Cephalonia and Zante. Capes and three injured shipmates were the only ones left alive who could get to an escape hatch, but only he survived the ascent. With a broken pelvis, he swam more than seven

miles, reaching shore near Poros where he was found by friendly fishermen. From that point Capes was cared for by the Greek resistance who hid him from the Axis occupiers for 18 months before helping him to escape to Turkey.

Family members of the Perseus's crew should contact Mr Makis Totolos of Poros Chamber of Commerce, Santa Irena Hotel, Poros, Cephalonia, GR-280 86 (tel. 0030 674 72017 or 72365, fax 72117) or Mr C. L. Hunt, Secretary of Gatwick Submarine Archive Committee of the Submarine Association (tel. 01737 358674).



● HMS Perseus – only one man survived when she was mined off Cephalonia.

# ZEEBRUGGE VC HANDED BACK TO BRITAIN

A VICTORIA Cross awarded for one of the Royal Navy's most celebrated actions of World War I has returned to Britain after many years in the United States.

## Memorial to landing craft men will get a Royal unveiling

A MEMORIAL to the Navy and Royal Marines crews of 4,000 World War II landing vessels is due to be unveiled by the Duke of Edinburgh in Normandy on June 6 – the 56th anniversary of D-Day.

The memorial, in honour of those who served in landing craft operations from June 6, 1944 until the end of the war in Europe – especially the casualties – will be sited at Ouistreham in the D-Day Sword Beach area.

A service of dedication will be conducted by the Chaplain of the Fleet, the Ven Simon Golding, and it is hoped that a Royal Marines Band will be present.

The memorial will take the form of a stone into which is engraved the image of a kedge anchor with an inscription in English and French and surmounted by the badge of Combined Operations.

Project secretary, Mr Maurice Hillebrandt, said the plan had struck a chord in the hearts and minds of a wide range of ex-Service people who had contributed generously to the cost.

Substantial donations had also been received from ports connected with landing ships and craft during the war.

He advised anyone who wishes to attend the unveiling to book hotels early in the busy resort area of Normandy. He also said that the estimated cost of £18,000 for the memorial had increased slightly, and he would be grateful for any further donations to be made payable to Normandy RN/RM Memorial and to be sent to him at 2 Stoneyford Park, Budleigh Salterton, Devon EX9 6TB.

The VC presented to a sailor who took part in the Zeebrugge raid in April 1918 is now on display in the Imperial War Museum.

One of five VCs to result from that action, it was awarded to AB Albert McKenzie. He was one of the few members of a storming party from HMS Vindictive to survive a last, desperate charge, amid a hail of enemy fire, along the mole at Zeebrugge.

The old cruiser Vindictive was one of the vessels which took part in the raid by Royal Navy and Royal Marines units. The plan involved the use of blockships to seal off the Belgian harbour being used by German U-boats, destroy-



● The Zeebrugge VC is handed over to Commodore Derek Anthony by Victoria Buckley, niece of AB Albert McKenzie to whom it was awarded in 1918.

Picture: Fitz Parker

ers and torpedo boats.

McKenzie was seriously wounded and was on crutches when he received his medal from King George V on July 31 that year. But just over three months later he was

dead. Weakened by his wounds, he was a victim of the influenza pandemic which at that time was sweeping the world, killing tens of millions of people.

His medal ended up in the pos-

session of McKenzie's great niece, Mrs Victoria Buckley of Arlington, Virginia. She presented it to Commodore Derek Anthony, British Naval Attaché in Washington DC.

## Splendid's crew win Kosovo awards

IN RECOGNITION of the role HM submarine Splendid played in the Kosovo campaign, her Commanding Officer and three other members of the crew have received New Year Honours.

The CO, Cdr Richard Barker has been awarded an OBE, and three ratings have been made MBEs – POCA Lee Goldhill, CPOWEA Robert Newbitt and LOM (now PO) Andrew Newey.

PO Goldhill's energy and enthusiasm went a long way to keeping up his shipmates' spirits. He organised all kinds of unusual events to raise money for charity, £1,500 being clocked up during the submarine's four months in the Mediterranean.

■ Full list of Naval honours and awards – page 34.

## Search for new Steadfast CO

TS STEADFAST, Kingston upon Thames Sea Cadet unit, is seeking a new Commanding Officer to replace Lt Cdr Peter Mould RNR (SCC), who is retiring after 12 years. In 1998 the unit moved into a superbly equipped and appointed riverside HQ.

# Ulster warship link restored

● HMS Bangor enters Portsmouth to become the last Royal Navy ship to enter service in the 20th century. Picture: LA(PHOT) Bunny Warren



THE NAVY'S warship name link with Northern Ireland has been restored after a break of 15 years, with the entry into service of the minehunter HMS Bangor.

The Bangor, named after the Ulster coastal resort, is the first RN vessel to carry a Northern Ireland name since the County-class destroyer HMS Antrim decommissioned for sale to Chile in 1984.

The ninth vessel to be completed out of a 12-ship programme, Bangor is the last British warship to have been accepted into service in the 20th century – on December 15 at Portsmouth.

Her White Ensign was raised after final contractors machinery trials had been conducted out of the Southampton shipyard of Vosper Thornycroft.

That demonstration and her delivery voyage were witnessed by Captain Naval Ship Acceptance, Capt Patrick Walker.

The handover concluded with the ship's Commanding Officer, Lt Cdr Paul Raisbeck officially taking command. During the ceremony VT's Building Director, Bob Mulligan, presented the ship with a silver salver to commemorate the occasion.

HMS Bangor was launched in April last year by Mrs Lisa Spencer, wife of Vice Admiral Peter Spencer, former Controller of the Navy and now Second Sea Lord.

Bangor is only the second Royal Navy ship to bear the name, the first being a minesweeper – a class leader – which saw extensive service in home waters during World War II. In 1946 she was transferred to the Royal Norwegian Navy where she was renamed Gloma.

# TROUBLE SHOOTERS

MADE-UP with their role as the Navy's newest Wren photographers are LWRENs Susan Rose (left) and Louise Weaver, who spent a week trying out the hardware at the Commando Training Centre, Lympstone.

# Early start for Guzz ships in NATO forces far and wide

## T-boat's former glory

HMS TRENCHANT is seen leaving Rosyth on her final voyage before entering refit – still wearing the vestiges of the bright blue paint job she had earlier sported during camouflage trials in warmer waters.

She had spent a week hosting recruiting visits from Fife College and local schools, as well as a mess dinner on board attended by previous commanding officers.

These included Vice Admiral Sir Arthur Hezlet, CO of the World War II HMS Trenchant.

On June 7, 1945, off Sumatra, he carried out what has been described as one of the most brilliant attacks of the war, sinking the Japanese cruiser Ashigara with a full salvo of eight torpedoes (five of which struck) at a range of 4,000 yards.

DEVONPORT's first two deployments of the millennium departed early in January – HMS Campbeltown taking over from HMS Coventry with NATO's Standing Naval Force Atlantic and HMS Montrose joining its counterpart in the Mediterranean.

Both will be away for seven months.

After crossing the Atlantic, the Campbeltown will spend the first half of the deployment exercising with her partners in the Caribbean and conducting counter-drug operations.

The Type 22 frigate will visit New Orleans in time for the famous Mardi Gras before the force moves north to the cooler climes of Canada. She returns across the Atlantic in the spring and is scheduled to visit North Africa before making a planned visit to Russia.

HMS Montrose, flagship of the Sixth Frigate Squadron, will also be visiting a diverse range of ports during her time away, including Naples, Alexandria and Odessa. Members of the Type 23 frigate's ship's company are hoping to bring their families out to Taranto when the ship calls there for a two-week stand-off mid-way through the deployment.

Before her departure on January 10, the Montrose was presented with the Fleet Electronic Warfare Effectiveness Trophy, awarded each year by the C-in-C Fleet and donated by the United Kingdom Chapter of the

Electronic Defence Association. HMS Montrose was earlier deployed in the Falkland Islands theatre where she was tasked to conduct a number of extra missions – from which the EW team's detailed reports ensured "positive feedback".

● HMS Montrose's EW team show off their certificate (and £250 cheque): (L-R) are OM1(EW) Marc Pearson, CPO(EW)(O) Mark Minall and OM1(EW) Ian Gibson.



● Vice Admiral Sir Arthur Hezlet, Commanding Officer of the World War II Trenchant, with the CO of her nuclear-powered successor, Cdr Phil Buckley.



## JACK ET JACQUES

# Le Fitness Test Obligatoire

(Dans le Junior Rates Mess, HMS York)

'Oh non! Oh ma sainted tante! Oh sacre bleeding bleu!  
'Qu'est-ce que c'est, Jack?  
'Regardez cette lettre, Jacques!  
'Celle-ci? Votre Fitness Test Obligatoire est due en Janvier 15'. Ah, oui. J'en ai une aussi, Jack. Ça a l'air intéressant – une fun idée!  
'Fun? Êtes vous stark staring fou, Jacques? Ils vous obligent à faire le 2,400 mètres run! C'est votre idée de fun?  
'Pas de problème pour moi – je suis La Marine Nationale 2,000 mètres champion de 1997, 1998 et 1999! Je suis bien en forme, moi! Vous n'avez jamais le feeling pour l'exercice, Jack?  
'Yeah. Et ensuite je vais pour un petit le down jusqu'à le feeling est passé... Oh, mon Dieu, c'est la fin du monde!  
'Eh bien – je suis très contente, Jack. Parce que je remporterai le prix.  
'Le prix? Quel prix?  
'Le prix pour l'homme avec le fastest temps – £1,000 from le Sports Lottery Fund. Mais silence! Just between vous et moi, Jack – c'est un secret!

(Après le Fitness Test Obligatoire pour le ship's compagnie de HMS York, Jack a slipped Jacques un Mickey Finn...)

'Congratulations, Jack – un effort magnifique! Quel turn-up pour les livres! Je must say, though, votre oppo Jacques, il était un disappointment. Je suppose qu'il a eu un mauvais jour, c'est tout...'

'OUGHERRR! EAGHERRR! Donnez moi un fag, Clubs, pour Christ's sake! Et donnez moi le £1,000, vite! J'ai été sur le wagon pour un effing fortnight! Je vais immédiatement au pub!  
'£1,000? Quel £1,000?'

'URRRGH... le prix... EOUGH... from le Sports Lottery Fund, vous batard. Vous avez 'ad votre fun – où est le dosh?'

'Je regrette, Jack – pas de prix, et pas de dosh. Quelqu'un 'as been pulling votre plonquer, je crois...'



Illustrations par *Rob*





# Cornwall to lead global task group

● **Leading light** – HMS Cornwall (left), which will be the flagship of Naval Task Group 2000 on the round-the-world deployment.

THIS year's global deployment by a Royal Navy task group is to be the most extensive in 15 years, according to Navy sources.

The eight-strong group, including French frigate Aconit, will set off in late spring, returning in the autumn.

By that time they will have steamed more than 30,000 miles and 35 countries will have been visited – around a fifth of all the coastal nations of the world.

Led by HMS Cornwall, which will act as flagship for Commander UK Task Group (COMUKTG), the various vessels will cross the Mediterranean and pass through the Suez Canal.

Port visits in the Middle East will be followed by Exercise Flying Fish out of Singapore, when a Singaporean admiral will fly his flag in Cornwall.

The battlegroup of the Five Powers Defence Agreement could number up to 25 vessels, including two submarines, as well as RAF strike and maritime aircraft.

Naval Task Group 2000 – the practice of naming deployments such as Ocean Wave in 1997 has been dropped – then continues east, although Type 23 frigate HMS Sutherland will split off with RFA tanker Bayleaf and visit Australia and New Zealand.

She has been assigned the task of carrying the New Zealand High Commissioner to Pitcairn Island,

an isolated UK dependent territory in the South Pacific.

Pitcairn was the refuge of the Bounty mutineers, from whom the current population of around 50 are descended, and the New Zealand High Commissioner is calling in his role as Governor of the Pitcairn Islands.

Meanwhile the main body of the task group continues to progress east, with proposed visits to the Philippines, Vietnam, China and Russia before Cornwall and RFA Fort Victoria visit Japan.

Destroyer HMS Newcastle and RFA Diligence, in company with Aconit, are due to call in at South Korea at the same time.

There then follows a long sea passage across the Pacific to Honolulu, by which time Sutherland and Bayleaf will have rejoined the group, and on to San Diego in the United States.

A transit of the Panama Canal – possible because the task group has no carrier – brings the ships to Central America and the Caribbean.

It is planned that the task group will rendezvous with another RN group, led by carrier HMS Invincible, and the French ship Tourville, to cross the Atlantic.

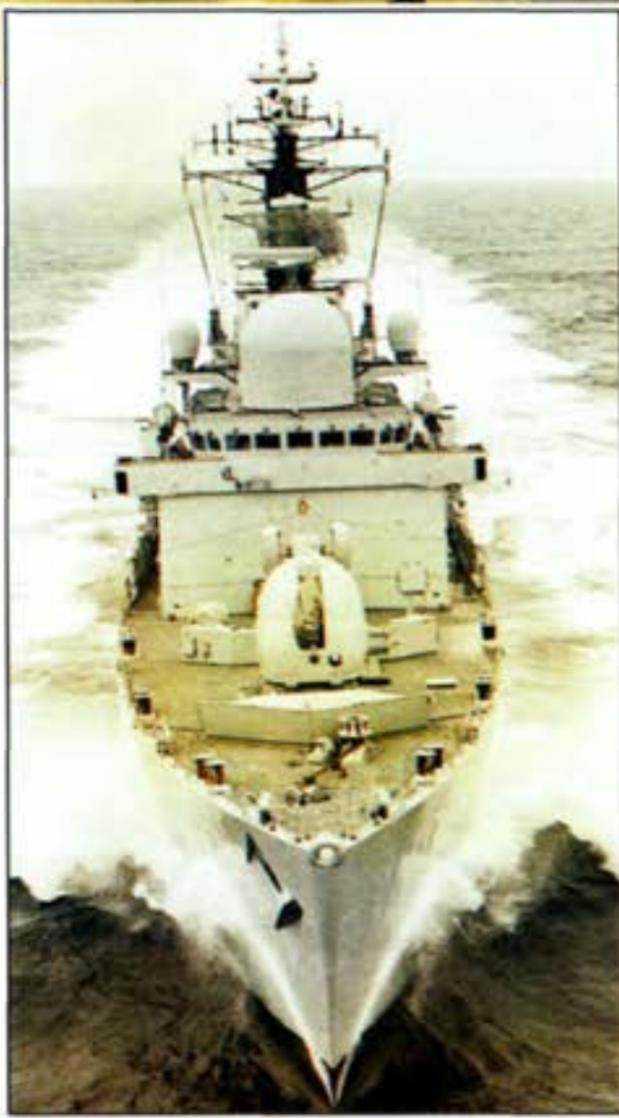
A number of other exercises have been built into the deployment, and the defence export showcase programme has attracted healthy interest, with more than 120 responses from British industry to date.



● **French connection** – the La Fayette-class frigate Aconit, pictured at Toulon last summer (above). The futuristic-looking ship, built with a host of stealth measures such as angled surfaces, 'hidden' capstans and bollards, and radar-absorbent paint, will be part of the Royal Navy task group.

Picture: Marnie National

● **Teaching a lesson** – Type 42 destroyer HMS Newcastle (left), which will be acting as a floating classroom during Naval Task Group 2000, using e-mail and internet links to correspond with schools in the south and north-east of England as she visits ports around the world.



## Training deployment heads for the Gulf

THE TEN vessels of a Royal Navy deployment to the Gulf face a hectic training schedule before they return home in May.

The group, led by aircraft carrier HMS Illustrious, has an extensive programme of exercises and goodwill visits along the way.

Meeting up with the carrier on the way are destroyer HMS Gloucester, Type 23 frigate HMS Monmouth, submarine HMS Triumph, supply ship RFA Fort George, and a four-ship mine countermeasures group.

The group will be joined by survey ship HMS Beagle in the Gulf region, though Monmouth later detaches and takes up Armilla patrol duties.

Illustrious will carry an air group of Sea Harrier FA2s and Sea King helicopters in the first part of the deployment.

The Sea Harriers are scheduled to take part in Operation Southern Watch sorties – enforcing the no-fly zone over Iraq.

The air group will be augmented by six RAF GR7 ground-attack Harriers on the return leg, which will

join off Malta and take part in the major NATO exercise Linked Seas in the Atlantic.

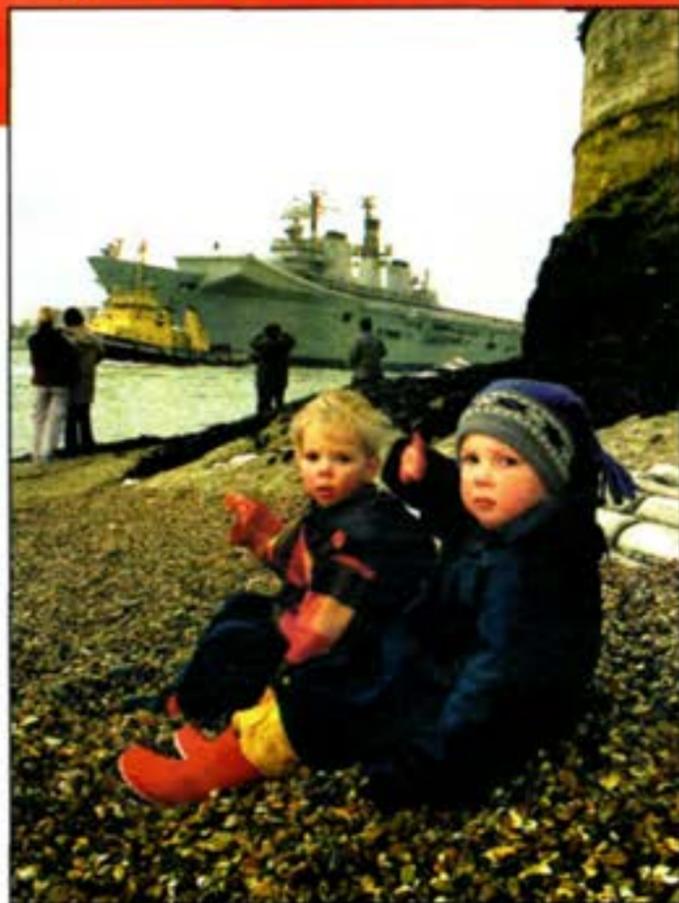
This will further advance the cause of Joint Force 2000, with RAF No 3 Squadron making its debut on the carrier flight deck and doing combat exercises with the Naval fighters.

Defence Secretary Geoff Hoon said: "This is a routine training deployment to the Gulf which demonstrates our continuing commitment to security and stability in the region, underlining the importance we attach to our relationship with our friends and allies in the area."

Rear Admiral Ian Forbes, Commander UK Task Group, said the emphasis for the deployment is on training, despite the participation in Southern Watch.

"I don't think it's meant to send an extra and powerful message to Saddam Hussein over and above what has already been said," he said.

Capt Mark Stanhope, Commanding Officer of HMS Illustrious, said the deployment was a chance to put all the training and exercising of the last year into practice.



● **See you later, Daddy** – William (four) and Eric (two) wave goodbye to their father, Lt Cdr Mark Stanhope, who sailed with HMS Illustrious on a training deployment to the Gulf.

Picture: LA/PHOT Adrian Hughes (SFP)

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● Out and about – HMS Cattistock undertook a busy programme in the run-up to Christmas, and is now due to convert for fishery protection duties.

## Facts and figures

**Class:** Hunt-class minesweeper/minehunter  
**Pennant number:** M31  
**Builder:** Vosper Thornycroft  
**Launched:** January 22, 1981  
**Commissioned:** June 16, 1982  
**Displacement:** 675 tonnes (light); 750 tonnes (full load)  
**Length:** 60 metres  
**Beam:** 10 metres  
**Draught:** 3.4 metres  
**Speed:** 15 knots (diesel); eight knots (hydraulic drive)  
**Complement:** 45 (including five officers)  
**Main machinery:** Two Ruston-Paxman 9-59K Deltic diesels; one Deltic Type 9-55B diesel for pulse generator and auxiliary drive; two shafts; bow-thruster  
**Weapons:** One 33mm gun; two 20mm guns, two 7.62mm machine guns  
**Radar:** Navigation: Kelvin-Hughes Type 1006/Type 1007, I-band  
**Sonars:** Plessey 193M Mod 1 hull-mounted minehunting system; active hull-mounted mine-avoidance sonar; Type 2059 for control of remote submersible  
**Affiliations:** Cattistock Village Hunt; Trinity School Combined Cadet Force; Wallsend Sea Cadet Corps

## BATTLE HONOURS

North Sea ..... 1941-45  
 English Channel ..... 1942-44  
 Normandy ..... 1944

# Busy times for HMS Cattistock

**T**HE PAST three years have seen Hunt-class mine countermeasures vessel HMS Cattistock emerge from a low point to enjoy a busy spell with NATO forces.

And now the versatile warship is due to undergo conversion for fishery protection duties which will see her patrolling the seas around Britain, ensuring fish stocks are not damaged by over-exploitation.

The glass-reinforced plastic ship – third of the 13 Hunts built by Vosper Thornycroft at its Woolston yard in Hampshire – hit the headlines in July 1997 when she suffered an engine-room fire while south of the Isle of Wight.

As a result, the ship was lifted to Rosyth, where she underwent a 14-month repair package.

She emerged from the Scottish yard a year ago to conduct sea trials and weapon training, which paid off when she received a 'Very Satisfactory' rating at Operational Sea Training.

Last September Cattistock sailed to Brest in France to conduct a handover with HMS Sandown to join the NATO Mine Countermeasures Force North West Europe.

With the force, Cattistock participated in two major exercises, Northern Lights and Sandy Coast, and in the final two months before Christmas had a programme of 14 different port visits.

Cattistock will now be converted for fishery work.

Hunt-class vessels are built and designed to minimise the likelihood of setting off an acoustic or magnetic mine.

The plastic hull reduces the magnetic signature, while all main machinery is tuned and matched to reduce noise emissions, and great care is taken with all resilient mountings.

Cattistock and her sisters can both sweep (wires or influence) and hunt mines (using a remote-controlled submersible), and a computer-assisted system uses information from echo-sounders, sonar and satellites to give accurate and thorough coverage of a sea area or shipping lane which needs to be cleared.

## Solid service by Hunt pair

**T**WO ships have carried the name Cattistock before the current bearer.

The first, a 730-ton Hunt-class fleet minesweeper, was ordered in 1916 and launched in February 1917 by the Clyde Shipbuilding Company.

She joined the Queenstown Sweeping Flotilla, and less than a year later she transferred to the North Sea Sweeping Flotilla.

Cattistock remained at Grimsby for the remainder of the war, and after the Armistice she cleared mines from the North Sea and the Baltic before she was paid off into reserve early in 1920 and sold in February, 1923.

The second was one of the first Type 1 Hunt-class destroyers, launched in February 1940.

Initially sent to Scapa Flow, where she undertook convoy

escort and local patrol duties, she then transferred to the Nore Command, arriving at Sheerness in September 1940 to join the 21st Destroyer Flotilla.

She spent the rest of the war at Sheerness, where much of her duties involved coastal convoy escort and anti-E-boat patrols.

Exceptions were in October 1940, when she helped screen the monitor HMS Erebus while bombarding invasion barges in Dunkirk Harbour.

The following year she bombarded Dieppe, and was involved in the Normandy landings at Gold beach.

After the war she made three passages to Gibraltar, but plans to loan her to the Royal Norwegian Navy fell through, and she remained in reserve until she was sold to be broken up in 1957.

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# Letters



## Jack

BY TUGS



### On the 'Beach'

A FRIEND has recently given me a copy of *Navy News* which I found very interesting and I've taken out a subscription.

During my service from 1941-49 I initiated, edited and published two magazines. The first was *Beach*, the magazine of the 75th LCT Flotilla, which was published four times in 1945 - April in England, June in Malta and July and August in Cairo, where the Flotilla was training several hundred Indian soldiers in the Suez Canal Great Bitter Lake area.

They were to become sailors to man LCTs for the offensive against the Japanese, but having completed training and about to proceed, the war ended. When I was appointed CO of LCT 1336 in January 1945 I was 21 and reputedly the youngest CO in Combined Operations.

The second was *RAM*, the Royal Arthur magazine, a rather more elaborate effort of about 30 pages which was printed at Bath. There were eight issues between January 1948 and October 1949.

If my memory serves me right, I was a member of a newly formed Association of Naval Editors then. Does it still exist?

- Frank Thomasson, Wookey Hole, Somerset

### Names of the 1900s

SINCE Mr McCullen asks for famous warship names to be revived for the new Type 45 destroyers, would it not be more fitting to remember the great admirals of the past century?

How about Jellicoe, Beatty, Keyes, Sturdee, Tyrwhitt, Cunningham, Tovey, Fraser, Mountbatten, Vian, Horton, Sommerville and Ramsay?

We could also include those whose major contribution was not in war, such as Fisher, Kelly and Chatfield. After all, we have in the past named ships for our fighting admirals - Nelson, Rodney, Anson, Collingwood, Howe etc. Why not bring the record up to date? - T. Shea, Church Langley, Essex.

# Managing to change, and change again

I AM writing this letter as a means of gratitude towards the Royal Navy. I am currently finishing my Part 4 training at JSU Northwood - I rejoined the Navy in November 1998 after spending three frustrating years going from job to job in civvy street, doing everything from trainee hairdresser to cooking burgers and fries in MacDonalds.

So one dark day I walked back into the careers office in Bristol to come back on board with all my old shipmates.

After four anxious months' wait I got re-joining up date and it was off to HMS Raleigh once again. It felt like I was returning to a spiritual home.

As I was outside for over two years I had to complete Part 3 training again and it was here I met and made a good oppo out of someone who helped me through making the readjustment to Naval life.

I now realise that I wasted three years in civvy street. I have joined HMS Monmouth and I cannot wait to get back to sea once again. - CH1 J. Grainger, HMS Monmouth.

I LEFT the RN having completed 24 years' service last July. I had been offered 20E but declined. I obviously went through all the trials and tribulations associated with leaving the Service and starting a new career.

As I had been a CPO and had completed my Leadership Courses, I must be an expert in man management. I went for interview after interview and began to realise that the

competition was very intense - but was lucky to get a pretty well-paid supervisor's job in a local college.

I have now been in this position for six months and the learning curve has been very, very steep. I quickly realised that when the organisation is collapsing around you, you simply cannot stamp your feet, stop someone's leave, and demand that "it will be done".

Neither can you leave it to the Duty Watch at the weekend. I have eight full-time and two part-time staff under me. They all have contracts, workers' rights and expect to be spoken to in a civil and polite manner. If you want them to do anything outside their contracted tasks, such as overtime or to carry out other tasks, then you have to negotiate with them. You have to consider whether or not you can afford the overtime budget, does their work affect anyone else, etc?

You will find employment in civvy street equally, if not more challenging.

You do not answer to your boss in the same manner as in the Services.

You are not considered a subordinate person, simply an employee.

You can speak directly and plainly, not having to watch the manner in how you say something due to being a mere rating.

You are given a set of directives and it is taken for granted that you will achieve your aim.

Finally, if all else fails, you can discuss it with the manager, principal etc over lunch as, believe it or not, you even eat in the same restaurant.

So, when you next have a laugh at what you learnt at Royal Arthur, just think how useful it will be when you leave the Andrew and become a real man manager. - S. Davison, Rushden, Northants.

Letters to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

## Grave matters still open to interpretation

I FEEL I have to speak out on behalf of the "So-called sports divers" R. Kay refers to (December issue). While accepting that he has a valid point in that indeed some divers are less than scrupulous in their attitude towards shipwrecks, the vast majority do have tremendous respect for wrecks and in particular the sanctity of war graves.

Many of us spend much time and effort preserving wreck information. Indeed, during a recent expedition to a non-protected wreck, a Service sports diving team (RAF) found several personal items on the seabed.

These were identified by the engravings and traced via the archivists. The articles were subsequently returned to the descendants of the original owner, then the team, with the consent of the family and the local authority, carried out a short memorial service to remember those who would never return to the surface.

It is therefore both unjust and indeed insulting to tar all sports divers with the same brush and class them all as "inclined to interfere".

This is nothing more than a one-sided attitude based on misguided assumption. - CPO R. M. Newman, Chairman, Portsmouth West Diving Club

RE the letter "Wartime wrecks", I lost a brother on the Royal Oak in October 1939 and after the war my mother received a letter from the Admiralty asking her views on raising the ship for scrap and burying remains ashore. That letter went to all next of kin.

Needless to say, the majority, if not all, were against such an idea. Our shipmates have rested within the Royal Oak for the past 60 years and my question is "would any remains have lasted all that time submerged in seawater?"

My late uncle, a CPO Stoker who survived the Barham, told me that the Royal Marines Barracks on the Oak was engulfed in a kind of fire storm and all would have been cremated. My brother was a Marine.

My uncle also said that if any messdeck had closed its watertight doors, the bodies remaining within would be intact, but if those doors were to be opened then the bodies would disintegrate. Could any of this be possible?

My brother was 19 at the time of the sinking and from 1945 up to the time of her death in 1961 my mother travelled to Southsea Common on the anniversary to lay

flowers at the Naval War Memorial, once being filmed, quite by chance, by Gaumont British Newsreel.

Another brother, who after war service in the RN became a projectionist at the Gaumont cinema at Reading, had a big surprise when he saw his mother appear on the screen! - T. F. Hall, Romney Marsh

READING the article on the loss of the submarine A7 (November issue) brought to mind a story told to me by a fellow ex-submariner, the late Harry Cotterill.

Harry was the signaller on the A7 and on the fateful day he was about to board her when nature called and as the toilet facilities aboard were rather primitive he decided to use the dockside heads.

Whilst he was doing so, the Flotilla CO arrived demanding to know why A7 was a minute late in leaving. When told she was awaiting the arrival of her signaller he ordered her to slip at once - the signaller would be brought out to her by the next boat to leave and a transfer could be made just inside the breakwater. (No doubt he thought this would be a good exercise for all).

Harry arrived back on the dockside, got a dressing down from the Flotilla CO and was duly shipped out in the next boat. This boat lost sight of A7 and rather than waste exercise time searching for her, the captain decided he would leave the problem of Harry's transfer until the return trip.

On completion of the exercise, the submarine surfaced and signalled to the signal station on Plymouth Breakwater asking if A7 had yet entered harbour. When they received the signal that she had not, they hung about for a while, then returned to their berth alongside the wall at Devonport.

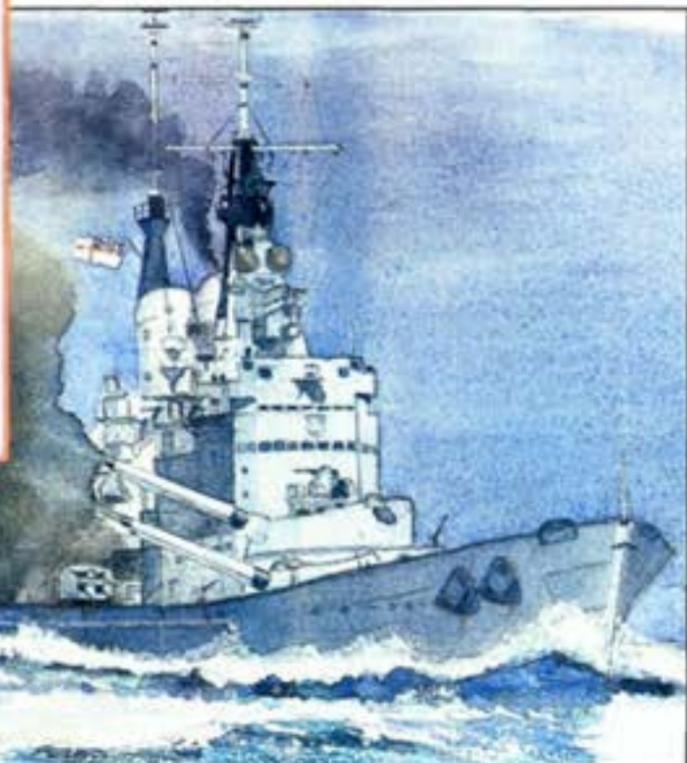
Knowing Harry, I can well believe his story - and what sailor has not had a "There but for the grace of God" instance in his career? - P. Taylor, Presteigne, Powys

### Vanguard picture search

I ENCLOSE a water-colour I made from the photograph of HMS Vanguard you carried in your September edition.

Bearing in mind that the well-known photo was of the 15in shoot which possibly was part of the procedure before she was placed in Reserve in 1956 and that it was therefore likely to be of historic interest, I wonder where other shots of the photo sequence have gone? Who took the photo and from what ship? Clearly a big telephoto lens was used as the foreshortening bears witness.

Interesting, too, that the jackstaff tripod remained rigged: the firing bearing was clearly pre-ordained. - Capt R. A. Cosby, Crewkerne, Somerset



No. 547 46th year

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# We were still coaling ship, 50 years on

What a wonderful surprise for all the old salts the Royal Navy 1900 supplement was – we have a few members of my RNA who are in their 90s and whose fathers were on the ships you showed.

## Memorial firsts

I WOULD like to correct a small mistake in the January issue regarding the first memorial to Lord Nelson.

The very first one was set up by the furnacemen of the Lorn Furnace at Bonawe where they made the cannonballs which were used at Trafalgar.

On hearing of Lord Nelson's death in 1805 they dragged a granite pillar weighing approximately four tons to a small hill just to the north of the church in the village of Taynait, Argyle and Bute and erected it there, even before Nelson's body was brought back to England. – **M. Mackay, Ardrossan.**

The Nelson Companion by Colin White also mentions a memorial arch erected in Castletownshend, County Cork in November 1805 by 200 Sea Fencibles under the command of Capt Joshua Rowley Watson, RN. – **Ed**

I've just had a call from a 95-year-old shipmate who says he believes the man in the picture taken on board HMS Duncan, top right in full uniform with fag in mouth, was the sailor used on the front of the Players cigarette packet. – **G. W. Toomey, Eastbourne, E. Sussex**



AFTER reading Royal Navy 1900 I thought you might like to see these pictures showing how we lived 50 years later. Not much has changed – they show the mess of No 10 and 11 classes, Benbow Division, HMS Ganges in 1951 with our instructors CPO Dady and PO Blizzard and us getting the coal in during work ship week. – **P. Ward, Durstey, Gloucs.**



## Letters



## Embassy request

THIS photograph was sent to this Embassy in an attempt to trace any of the Royal Navy ratings who are pictured in it. The owner is a Japanese lady in her 60s who was the young girl sitting on the sailor's knee.

She has recently been involved with the publication of a pictorial memorial book on the region of her birth, Shizuoka in central Japan and the photograph was used in it. She would like to give a copy to any of the people in the photograph.

It was taken on or around January 5, 1946 at Mito Uchiura village, Tagata-gun which is some 150km south west of Tokyo on the coast of Suruga Bay and is now called Numazu.

This office has already contacted the Naval Historical Branch to try and trace any of these men. Unfortunately they were unable to identify the ship the sailors came from and so advised us to approach Navy News for assistance. – **M. Hoffield, British Embassy, Tokyo**

□ **BREAKDOWN IN COMMUNICATIONS:** Letters to the editor sent by e-mail should carry the correspondent's full address, not necessarily for publication. Letters to the former Director of Public Relations (Navy), we are told, are still being addressed to him under his old title – even by those who should know better. He is now styled Director of Corporate Communications (Navy).

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● WINNING SMILES: TV Gladiator Rio with HMS St Vincent's LRO Kevin Rogers at the SSAFA lottery draw.

## Rio takes on the Navy!

GLAMOROUS TV Gladiator 'Rio' helped select the lucky winners in the annual SSAFA Forces Help national lottery.

Rio took time out from rehearsals of 'Aladdin' at Fairfield's Hall in Croydon for the draw and she was joined by most of the cast when she called at the charity's central office in Queen Elizabeth Street, London.

SSAFA (the Soldiers, Sailors, Airmen and Families Association) makes almost £100,000 a year from the lottery and uses the money to help Forces families facing a wide range of difficulties.

The lottery was sponsored by Volkswagen and Natocars Ltd of Bridgwater, Somerset, and the top three prizes were new VWs.

# Frigate makes screen debut

**H**MS MONMOUTH has become the first Type 23 frigate to be fully fitted with a new generation of Flat Panel Displays which will make life a lot easier for users of the Duke-class command system.

The Command system itself has been under development by BAE Systems at New Malden since 1989 with the first installations in the Type 23s beginning in 1995.

Since then the system has been developed using a phased approach and the programme passed a major milestone when it was cleared for combat use in December with the issue of Phase Five software to the Fleet.

The Flat Panel Displays were developed to overcome the problem of colour distortion seen in earlier display technology and the flat screens offered a quick solution which also reduced through-life costs dramatically.

In recent years they have gone through extensive trials on shore and at sea, and screens have been fitted in HMS Norfolk, HMS Iron Duke, HMS Somerset and HMS Grafton.

But Monmouth is the first ship to be completely refitted with FSDs and the upgrade, together with the release of the Phase Five software, will enable her to deploy with the most advanced command system currently available in the Fleet.

BAE Equipment Project Manager Mr Colin Fender said: "Extensive development and trials at New Malden, Abbey Wood and at our land based test site have resulted in a system being delivered to plan that is fully capable and is achieving good levels of hardware availability, reliability and maintainability."

"Phase Five software reliability already matches that shown by fully mature command systems and is expected to meet the full requirement later this year."

## Chatham announces Navy Days dates

CHATHAM Navy Days will be held from May 27 to 29 and the organisers are hoping to build on their success last year.

Over 120,000 people attended the three-day event to climb aboard the warships and visit the multitude of displays on the 100-acre Navy Days site.

This year's show takes place over the May Bank Holiday weekend and the World Naval Base is promising a dramatic collection of British and foreign warships will be on display.

And they say that the onshore attractions will be upgraded, with a separate tattoo on Sunday and Monday featuring the best of Britain's military bands.

Admiral Sir Nicholas Hunt said: "Planning is well under way for Navy Days 2000 and the event will be even bigger and better than last year."

Advance tickets (before May 12) are £5 for adults, £2 for children, or £12 for a family (two adults and two children) but they will cost more on the day. For more details, call World Naval Base Chatham on 01634 823800.

## IN BRIEF

ROYAL MARINES will be fighting a culinary battle in a Forces competition at Earls Court this month.

They will be trying to out-do military chefs from all three Services as they face the challenge of producing a three-course meal for 80 using the rudimentary kit available under field conditions.

The Royals will be competing during Hotelympia, the catering industry's premiere trade show, on February 11.

□ □ □

AFTER a successful year in 1999 NAAFI has promised to work even harder to support the Armed Forces in 2000.

Speaking at their annual general meeting in London, Chairman David Roberts said: "We will continue to provide welfare support in 600 establishments world-wide, supporting our Armed Forces whenever and wherever they are."

"To do this we will remain totally committed to improving our standards, continuing our investment programme and listening to our customers."

□ □ □

FILM MAKERS researching the evacuation of Dunkirk would like to hear from any Naval personnel who went over with the 'little boats' in 1940.

The Revelation Film Group is planning to make a commemorative video about Dunkirk, code named Operation Dynamo.

The group says it has already discovered some fascinating new footage but would like to talk to people who made the voyage, before the film 'I Was There' is released on May 1.

If you can help, contact Gary Wicks, Revelation Films, 5/6 Parkside, Ravenscourt Park, London W6 0UU. The telephone number is 0181 741 2203 (ask for ext 209) or send a fax to 0181 741 2204.

## Stands at the boat show attract the top brass too!

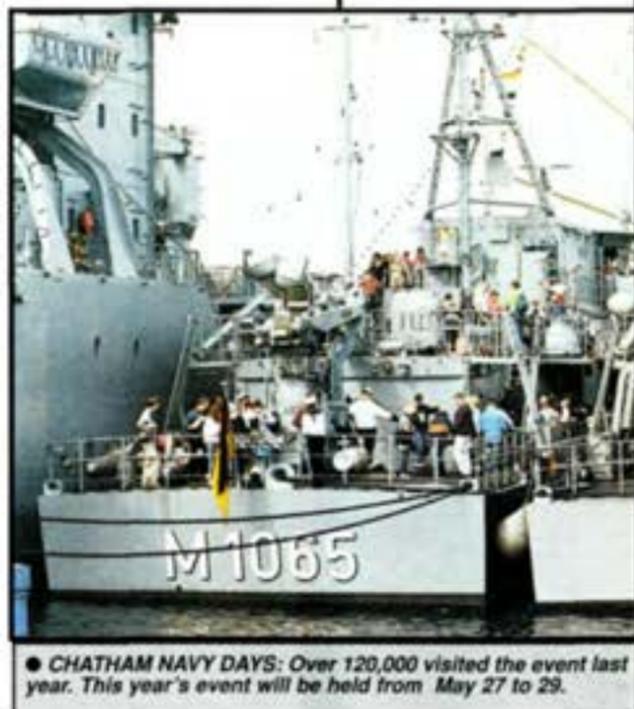


THE ROYAL NAVY and Royal Marines stands at London's Boat Show attracted a huge amount of interest amongst the visitors to Earls Court.

And the many VIPs who visited Service personnel at the stands included Command-in-Chief Fleet, Admiral Sir Nigel Essenhigh, and the Commandant General Royal Marines, Major General Robert Fulton.

The RN stand included interactive computers which gave visitors the chance to sample life in the Royal Navy and the Royal Marines exhibition attracted attention with the help of a full-sized Land Rover!

● Left: CGRM Major General Robert Fulton chats with Mne Sam Shields of Headquarters & Signals Squadron.



● CHATHAM NAVY DAYS: Over 120,000 visited the event last year. This year's event will be held from May 27 to 29.

## Superb strengthens links with Stafford

HMS SUPERB'S links with Stafford were strengthened with a visit to the submarine by the town's leading civic dignitaries.

The Mayor of Stafford, Councillor Chris Baron, led a delegation which included her husband, Mr Geoff Baron, and Chief Executive Councillor David Rawlins.

During their visit they were fully briefed on Superb's role and enjoyed a guided tour of the SSN and lunch in the wardroom.

□ Barrow Council is planning a range of events in 2001 to mark the 100th anniversary of the launch of the RN's first submarine, Holland I.

Details will be published nearer the time, but you can check them out on their website. The address is:



● Lt Codd, Lt Cdr Breckenridge, Cdr David Pollock, Cllr Chris Baron, Geoff Baron, Ted Thane, Cllr David Rawlins and Lt Chris Ansell.

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Name: \_\_\_\_\_ Age: \_\_\_\_\_  
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**KARATE MALE** 38 n/s wine lover, seeks fun/romance. Box Feb 1

**GENUINE LADY** 34, slim nice looks seeks servicemen for correspondence/friendship. Box Feb 2

**FORCES PENPALS**, Will from Wales 29 seeks penfriends anywhere A.L.A. Box Feb 3

**SARAH** 25 Nurse, seeks Naval Officer/correspondence, 20-30. Photo Appreciated. Box Feb 4

**SLIGHTLY MAD**, sincere "officer & gentleman" wanted by fun female 33. Box Feb 5

**BUBBLY SINGLE** girl 28 seeks penpals for fun and friendship. Box Feb 6

**FUN LOVING** student looking for muscles with heart. A.L.A. Box Feb 7

**ATTRACTIVE FEMALE** 40 into keep fit seeks serviceman 30-40, G.S.O.H. Box Feb 8

**TWENTY YEAR OLD** female student nurse wants male penfriend 5'6" slim, dark hair and eyes. Box Feb 9

**WANTED! MALE** 23/38 for blonde 28. Likes music, T.L.C. life. Box Feb 10

**SINGLE FEMALE** would like male pen-pal aged 23-35 G.S.O.H. a must. Box Feb 11

**ATTRACTIVE, SINGLE** mature outdoor lady n/s, seeks Naval Officer, correspondence. Box Feb 12

**ATTRACTIVE FEMALE** seeks n/s SR officer diver 25-37 Hants based. Box Feb 13

**SICK OF BILLS**, Single female 33 seeks some excitement/laughs. Box Feb 14

**BRIGHT BUBBLY** brunette 31, W.L.T.M. fun-loving male for friendship. Box Feb 15

**MARIE** 27 single, caring nature seeks male penpals 20-35 friendship. Box Feb 16

**FUN SINGLE** female 22 seeks sailor fun/romance, Portsmouth area Box Feb 17

**ARIAN** 24 5'4" petite, enjoys skiing. Seeks male penpals. A.L.A. Box Feb 18

**VERY ATTRACTIVE** young 43 slim blonde smoker. Seeks attractive 30+ seafarer for fun, correspondence. Photo appreciated. Box Feb 19

**SINCERE S.W.F.** 32, 5'3" slim brunette, 2 children, seeks friendship/relationship. Box Feb 20

**WANTED GENUINE** single male s., Pauline 37, Jo 29 like sports socialising. Box Feb 21

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**You must be over 18 to advertise in this column.**



**People in the News**

**In brief**



● **KEEN:** LWWTR Catterall

**Lott to offer**

**JENNY CATTERALL** proved she had a lot to offer while working at Flag Officer Surface Flotilla's HQ Registry.

The LWWTR's efficiency, diligence and industriousness in the post earned her a Herbert Lott award, which was presented to her by Admiral Franklyn.



● **AWARD:** Lt Hobson

**Aiming high**

**BALLISTIC** missile specialist Lt Stuart Hobson has been honoured by the US Navy for his outstanding work.

Stuart, who is Fire Control Officer in the Strategic Systems School at Clyde Naval Base, was presented with a certificate and tie pin from the USN for his contributions to their ballistic missile programme.

**Lottery winner**

**LIGHTNING** struck twice at HMS Dryad when LS Jason Unsworth scooped a second win in the Sports Lottery.

He won £85 last year but has just picked up another prize, this time for £1,000! When the latest cheque was handed over by Lt Cdr Paul Squire, Jason's friends said it was the first time they'd seen him with any money, but they had plenty of advice on how he should spend it!



● **BE IN TO WIN:** LS Jason Unsworth receives a second Sports Lottery prize from Lt Cdr Paul Squire. If you want to take part, get a Sports Lottery form from your UPO or PTI, or call the Sports Lottery Manager Mr Bill Rosewell on HMS Temeraire ext 23806.

**Engineers are steaming ahead**

**SIX STEAM** engineers in HMS Fearless were chuffed to discover they'd all been promoted at the same time.

Such a large number of promotions within one unit is rare enough but the fact that they are all 'steamies' makes the event even more memorable.

With the passing of the Royal Yacht, HMS Fearless and HMS Intrepid are the only steam-driven surface ships still in commission.

And the promotions for the six senior rates are a recognition of their hard work and the particularly demanding conditions in which they operate.

The advancements to Chief Petty Officer Marine Engineering Mechanic went to:

POMEM Fergh McCulloch, CMEM John Lee, POMEM Taff Elias, POMEM Terry Lendrum, POMEM Whisky Walker and POMEM Billy Miles.

They are pictured (right) on board HMS Fearless with their boss, Commander Engineering, Cdr Ian Whitehorn (centre).



**Submariner takes command of Ark**



**ONE OF** the Royal Navy's three aircraft carriers is now under the command of a member of the Submarine Service.

HMS Ark Royal, which has been in refit at Rosyth, was placed in the care of Submarine Engineering Officer Cdr Morleymor Fisher by her outgoing CO, Cdr Malcolm Lewis.

Cdr Fisher, who has also commanded the Submarine Refit Group at Rosyth and the Submarine Propulsion Design Authority at Bath, is pictured receiving the 'keys' to the ship from Cdr Lewis (seen left) late last year.

**Haslar trip brings back some happy memories**

**THE FAMILY** of former naval nurse Pamela Palmer had a surprise in store for her when she revisited the UK after 27 years in Australia.

Her uncle, Lt Malcolm Reed RN (ret) got in touch with the Royal Hospital at Haslar and made arrangements for Pam to visit with the help of Cdr Elizabeth Weall.

Pamela, whose maiden name is Gibbon, was in the QARNNS from 1965 to 1973 and held posts in Haslar, Mauritius and Singapore before she married and moved to Australia.

So she was delighted to go back to the Gosport hospital where PO Naval Nurse Juliet Webb gave her a guided tour and showed her some of the many changes which have been made there.



● **SURPRISE VISIT:** Pamela Palmer returns to Haslar after almost 27 years.

# People in the News

## Sword for submariner

HMS SUPERB'S Sonar Officer Paul Dunn was top student on his Submarine Advanced Warfare Course.

Lt Dunn's success won him the Howard-Johnston Memorial Sword and it was presented by the CO of HMS Raleigh, Commodore R G Lockwood.

The sword is presented annually in memory of S/Lt Richard Howard-Johnston who was one of the young officers lost when HMS Affray founded in 1951.

## Sweeping success for Berkeley

THREE SAILORS on the minehunter HMS Berkeley swept up awards for outstanding efficiency.

Two senior rates scooped Herbert Lott awards for seeing the ship through a difficult docking and essential defect period.

And another Berkeley rating won a prize and a cash reward for his success on his OMI course.

CPOWEA Sean Hill and CCMEA Rick Print were highly commended for their efforts during Berkeley's DED and they were both presented with Commodore MFP First Class Herbert Lott awards by MCM1 Commander Colin Welborn.

The citations for both men praised their professionalism, drive and determination, and said that their efforts had prevented further delays to her programme which would have meant significant rescheduling for her sister ships.

Meanwhile, HMS Berkeley's OM Paul Workman earned the Acton Prize and a cheque for £60 after gaining the best all round result of 95% on his OMI's course.



● **TOP MAN:** Paul Workman who scored 95% on his OMI's course.

# Janet signs up 75th recruit



● **WELCOME ABOARD:** HMS Northwood's Lt Cdr Janet Harding with her 75th RNR recruit, Graeme Caswey.

## Rare honour for Faslane officer

A RARE honour was presented to Faslane's Lt John Benn when he received a clasp to his long service and good conduct medal.

The award recognises 30 years of exemplary service, and as LSGC medals are only awarded to ratings, it is even more unusual for an officer to receive a clasp.

John joined the RN as a Junior Engineering Mechanic in 1969 and rose through the ranks, making Warrant Officer in 1991, Sub Lieutenant in 1998 and Lieutenant in 1998.

He received his first LSGC medal after 15 years service while serving in HMS Churchill in 1984. As a tribute to his Falklands service, the medal was presented by Brigadier (now General) Peter de la Billiere, Commander British Forces Falklands. During his career Lt Benn has served in HM



● **ADMIRABLE RECORD:** Faslane's Lt John Benn.

ships Ulster, Minerva and Sheffield and the submarine HMS Valiant, and has been working on submarine simulators at Faslane since 1989.

## General gets the facts at Faslane



● **General Sir Sam Cowan and LWPT Emma Whittle at the opening of new weight training and aerobics facilities in HMS Neptune, paid for by the Sailor's and Fleet Amenities funds.**

THE CHIEF of the new Defence Logistics Organisation visited Clyde Naval Base to meet some of the 4,500 personnel he will command there from April.

As head of the DLO, General Sir Sam Cowan will be responsible for all personnel who support the ships and submarines at Faslane.

During his visit, the General was hosted by Flag Officer Scotland, Northern England & Northern Ireland, Rear Admiral Mike Gregory, who briefed him on the base's work and gave him a tour of support facilities.

Before leaving, General Cowan visited HMS Walney and opened a new weight training and aerobics facility in the Sportsdrome at HMS Neptune.

## RECRUITING Officer Janet Harding has had a huge impact on the numbers joining the Royal Naval Reserve at HMS Northwood.

In just three years in the post Lt Cdr Harding has signed up 75 new recruits at the Reserve Training Centre.

But the latest volunteer to enlist didn't need much encouragement - 17-year-old Graeme Caswey was already a member of the Sea Cadets and is aiming to go to sea as a naval communicator.

After 12 weeks at HMS Northwood and two weeks of new entry training at HMS Raleigh at Torpoint, Graeme said: "I have always enjoyed the Sea Cadets and am looking forward to the prospect of going to sea."

In the past few years Reservists from HMS Northwood have flown all over the world to join ships in the Far East, Egypt, Bahrain and Gibraltar for their two-week annual training.

If you interested in joining the Royal Naval Reserve team at HMS Northwood and you are aged between 16 and 33 you can contact them on 01923 843460.



**EASTENDERS** Star Joe Absolom gets to grips with HMS Sultan's Lt Martin Spofforth-Jones and POPT 'G' Shillingford at the Variety Club of Great Britain anniversary dinner at the Park Lane Hotel in London.

Their invitation to the star-studded event was the Variety Club's way of thanking them for their voluntary work with disabled and disadvantaged youngsters.

Every year Lt Spofforth-Jones arranges a visit to Sultan by 300 children who are treated to a free day in the fun fair which is set up in advance of the establishment's summer show. While they are there, the children are looked after by a team of fancy dress volunteers recruited by POPT Shillingford.

## Following in her father's footsteps

ONE OF the proudest men at the latest passing out parade at HMS Raleigh was CPO Kevin Clarkson.

Amongst the recruits who had just completed their 8-week basic training was his 16-year-old stepdaughter Ashleigh Bowner.

Kevin, who works at the Torpoint establishment, said: "Ashleigh's passing out parade brought back memories from 1976 when I passed out on the same parade ground. It was a very proud moment for me and my wife Amanda."



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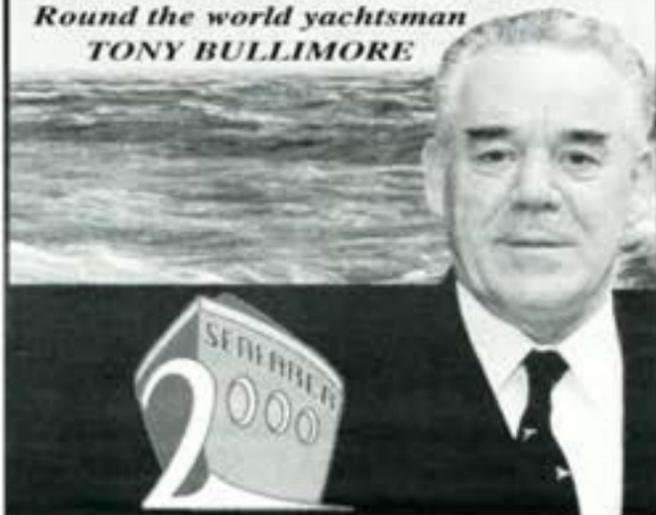
Pictures: LA(PHOT) Paul Smith



● SPECTACULAR: Floodlights made HMS Grafton an unmissable sight for the people of Ipswich when she moored in the River Orwell

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# Grafton is warmly welcomed

**H**MS GRAFTON returned from exercises in the Mediterranean to find the warmest of welcomes awaiting her at Ipswich.

The Duke-class Type 23 frigate was paying a visit to her affiliated town and enjoyed a reception which was second to none.

After berthing in the River Orwell the ship was opened to visitors and more than 3,000 people from the town took the opportunity to tour one of the Royal Navy's newest ships.

Since Grafton's last visit to Ipswich the ship has been busy raising funds for local charities.

And the total was boosted by £1,500 through a team of Grafton sailors who travelled from Portsmouth to Ipswich on bikes and rollerblades.

The team were flagged away by Prince Charles, who was in Portsmouth to present the Queen's

Colour to the Surface Flotilla, and they received a rousing reception from the Mayor of Ipswich, local councillors and the ship's company.

One of the charities which benefitted was Beacon Hill School for children with special needs.

The school is creating a 'Grafton Garden' in the grounds and the ship also dispatched a team of volunteers to help with the work.

Grafton adopted the RN/RM Bereaved Families Association as one of her chosen charities after the tragic loss of airman Lt Toby Beale during her Far East deployment in 1998.



● GUESTS: The Commanding Officer of HMS Grafton, Cdr Bob Sanguinetti, welcomes the Duke and Duchess of Grafton during their visit to the ship.



● VOLUNTEERS: LOM Collins, LOM Harwood and CPO Fiddler with some of the children at Beacon Hill School.

And the generosity of the people of Ipswich enabled Grafton to collect £400 in donations during the visit.

Grafton's CO, Cdr Bob Sanguinetti, said: "It is excellent to see the close association between Ipswich and Grafton go from

strength to strength."

□ VIPs who visited the ship included the Duke and Duchess of Grafton, and the Commanding Officer and about a dozen members of the ship's company were invited to pay a return visit to Euston Hall.



● ROYAL APPROVAL: Prince Charles flags away a team of cyclists and rollerbladers as they begin the long journey from Portsmouth to Ipswich to raise cash for affiliated charities such as Beacon Hill school for children with special needs. The event raised more than £1,500.

## Dumbarton Castle enters her third year away

NOT MANY Royal Navy warships can boast that they spend three years outside UK territorial waters on deployment.

But the Falklands Island Patrol vessel, currently HMS Dumbarton Castle, is one of them.

She is entering her third year in the islands and has steamed more than

50,000 miles on patrol and taken part in numerous tri-Service exercises with the Roulement Infantry Company, 78 Squadron Royal Air Force, 1435 Tornado Flight and with the Royal Signals.

Dumbarton Castle has 53 officers and ratings and a constant turnaround of personnel, with the latest two-day shakedown for new members of the

ship's company being completed in December.

After taking part in memorial ceremonies for those lost in defence of the islands in 1914 and 1982 they sailed 800 miles to resupply the garrison at South Georgia.

While on the island they held a Christmas Service and visited the grave of polar explorer Sir Ernest

Shackleton before sailing even further south to the Nordenskjold and Drygalski Glaciers, and on to Gold Harbour where they saw tens of thousands of elephant and fur seals in their natural habitat.

After Christmas in Stanley the ship's company celebrated the New Year with 1500 Service personnel in the Tristar hangar at Mt Pleasant Airport.

# Donor brings Darren hope

THE SAILOR whose search for a life-saving bone-marrow donor was spotlighted by *Navy News* in our December edition has located a suitable match.

LMEA Darren (Dick) Barton hopes now that he can fully recover from leukaemia thanks to a donor who has been found in Germany.

The match was made by the Anthony Nolan Bone Marrow Trust which operates an international register of donors.

It was expected that Darren would undergo the operation soon after *Navy News* went to press.

Darren's wife Julie is active in supporting the register and is keen to involve Naval establishments in holding clinics which could identify volunteer



● LMEA Darren (Dick) Barton who has found a match for his bone marrow transplant

donors. They must be fit and well and aged 18-40.

On January 25, just a few days before Darren was due to undergo his operation, HMS Sultan, the Marine Engineering School at Gosport, opened its

gates to her so that a clinic could be set up for volunteers from among the ship's company. It was there that Darren was diagnosed with leukaemia while on an artificers course.

Previously Julie, a firewoman, obtained the help of her colleagues at Eastleigh Fire Station to hold a successful clinic there.

She told *Navy News*: "There are many leukaemia sufferers whose lives, like Darren's, can only be saved through a bone marrow transplant."

"Darren is in remission at present, but his chances of making a full recovery are only ten per cent without a transplant, whereas with a transplant that goes up to 80 per cent."

□ The Donor Recruitment Centre of the Anthony Nolan Bone Marrow Trust can be contacted on 0171 284 1234 or by fax on 0171 284 8226.



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The scheme began in 1956 and it gives young people aged between 14 and 25, whether able-bodied or with special needs, an opportunity to experience challenge and adventure, acquire new skills and make new friends.

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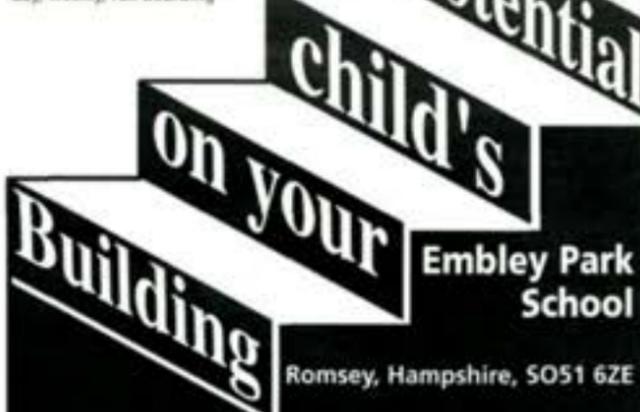
There are three levels of Award: Bronze, Silver and Gold, each has an increasing degree of commitment. To gain any one of these levels, each young entrant must complete four sections: Expeditions; Skills; Physical Recreation and Service.

Operating Authorities include national youth organisations, local and national government authorities, the services, industrial and commercial firms, independent schools and special schools.

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# Co-operation that led to Castleford's proper war memorial

ERECTION of a fitting war memorial – to replace just a plaque on a wall – was chosen by Castleford and District branch as its Millennium project.

"We have never had a war memorial that one could recognise," said Shipmate Norman Dennison, a driving force behind the plan and secretary of the newly formed Castleford War Memorial Committee.

When Co-op Funeral Services at Pontefract were asked to estimate the cost of erecting a two-metre high Celtic cross, to the committee's surprise and delight the Co-op offered to provide the memorial free of charge.

"It was a magnificent gesture and we cannot thank them enough," said Norman.

With the Co-op's stonemasons ready to take on the project, and planning permission having been given by Wakefield Metropolitan

District Council in January, it is hoped that erection of the memorial will go ahead in the spring.

## Around the Branches

### Norwich

Shipmate Harry Barrett, RM survivor of the wartime cruiser HMS Spartan, danced the night away at a surprise party given by the branch to mark his 80th birthday.

Spartan was hit by a radio-controlled glider bomb in 1944, and Harry's injuries were so severe that he was given only four days to live. The ship sank with the loss of 46 of her complement.

At a gala lunch to mark the 20th

anniversary of the recommissioning of the branch, the commemorative cake was cut by founder members Cdr Jim Bowles (president) and Shipmates Esme Ketteridge and Colin Ayden. The branch elects a new chairman each year to give members experience of office.

### Port Elizabeth

Memories of HMS Cornwall's visit to South Africa were recalled when Cdr Les Sim of the British High Commission, and his wife,

Liz, lunched with the branch. Guests included the managing editor of *The Times* Media and Cdr Chris Barnes of SAS Donkin. They were welcomed by the branch chairman, Shipmate Derrick Johnson, and by Shipmate Doreen Munsey.

### Borehamwood

A three-year campaign by the branch standard bearer, Shipmate Alan Drury, with the help of the General Secretary, Capt Bob McQueen, resulted in the national standard being paraded for the first time at the Seafarers service in St Paul's Cathedral.

It was borne by Shipmate Tony Avery and escorted by the standards of Borehamwood and Brighton. Over 150 shipmates, with other standards displayed, attended.

### Kingston upon Thames

Over 150 shipmates and friends celebrated the 15th anniversary of the branch's commissioning by holding a dinner dance. During the evening branch vice president and former president, Rear Admiral Bill Cook, received life membership.

Shipmates Ray Barnes and Helen Pursey were elected Shipmates of the Year, and certificates of appreciation were presented to Shipmates Rose Sherwood and the Rev Alex Mills, branch chaplain.

### Southend-on-Sea

Twenty-eight standards were paraded at the branch's annual Pearl Harbor service of remembrance, attended by Cdr Ousthus USN, Lt Col K. Stinemetz of the US Marine Corps, and Lt Col Forbush USAF.

Salute at the march past was taken by Shipmate Derek Dawson, branch vice chairman, who was accompanied by the Mayor and Mayoress, and Commodore David Hughes, Naval Regional Officer, Eastern Region. Music was provided by Colchester Sea Cadets band.

### Falmouth

Guest of honour at the branch's annual dinner dance was Commodore Tony Hogg, Commanding Officer of RN air station Culdrose. He and the branch president, Vice Admiral Sir James Jungius, were welcomed by the master of ceremonies, Shipmate Harold Thompson.

At the event, arranged by Shipmate Dorothy Giles, the raffle prize was a painting by Shipmate Joan Kipling of *The Last Run* at the 1999 Royal Tournament.

### Durham

The fire-damaged branch standard was laid up in Durham Cathedral after a short service conducted by the Very Rev John Arnott, assisted by Canons Martin

Kitchen and Trevor Wilmott. The standard was laid up alongside the Battle Ensign of HMS Invincible, the city's adopted ship.

### Soham

Displaying the branch's new standard, members took part in the RNA biennial parade and service of remembrance in Whitehall, later being entertained by Entfield branch.

### Ipswich

There was a warm welcome from branch members for the Type 23 frigate HMS Grafton, visiting her affiliated town. They attended a reception on board, were given a tour of the ship and organised a

# Huge interest in Battle of Atlantic event

LONDONDERRY branch's plans to commemorate the 55th anniversary of the Battle of the Atlantic in May have been attracting a huge amount of interest.

Veterans from all over the UK and as far away as Canada, the USA and Scandinavia have been getting in touch, but the contact details for the branch have changed since our first report about the planned event appeared in November. They are now: 01504 313564 or 281831. E-mail to Ken Kerr: kenneth.kerr@getreal.co.uk

# Here comes Hornsey

HORNSEY branch has been commissioned in a ceremony presided over by No. 1 Area National Council member, Shipmate Dennis Judge.

Shipmate John Godridge was elected chairman and Shipmate H. Fox treasurer. Meetings, at the Royal British Legion Club, Crouch End, London N8, are held on the third Monday of each month at 1930.

social for 30 members of the ship's company. Playing branch members, squash teams from Grafton won the RNA Challenge Shield. The decision came after a hard-fought battle, which included a match between the ship's Commanding Officer, Cdr Bob Sanguinetti, and branch president Capt Tom le Marchand RN (retd).

### Dartford

Having raised almost £2,500 towards the cost of refurbishment of Pembroke House, members visited the RN Benevolent Trust home in Kent to find out that the redevelopment is nearing completion. They presented a plaque to be mounted in one of the bedrooms.



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THE two-letter code - YM - on the flight deck of our mystery ship in the December edition betrayed her identity as the frigate HMS Yarmouth.

The winner, picked at random from among correct entries is D. F. Trigger of Tavistock, Devon. He receives our £30 prize. For another £30, identify this vessel, a sister-ship of the preserved destroyer HMS

### Cavalier - but which one?

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is March 15. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our April edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 60

Name .....

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My answer .....



Not long after this was taken almost all these men had fallen victim to a U-boat

# POIGNANT PICTURE RECALLS DARING TRAGEDY

**MOST**, if not all, of these men posing happily on the foredeck of the destroyer HMS Daring, would soon be dead in one of the saddest Royal Navy tragedies of the first months of World War II.

When the Daring was torpedoed by U-boat ace Otto Kretschmer's vessel U-23 on February 18, 1940, only four of her complement of 169 survived.

The battered picture was presented to the RNA archives by an unnamed relative of one of the men who died. The fact that the sailors are wearing caps with name tallies and white tops tends to indicate that the photograph may have been taken shortly before the war.

The following information was provided by Stroud branch member, Shipmate Owen Simpson, who is also secretary of the HMS Daring 1952-54 Association.

The wartime Daring was one of four destroyers escorting a convoy from Norway. In the early hours of

February 18, off Duncansby Head, Scotland, U-23 sighted the convoy, but while still on the surface became trapped between the two port-side escorts. To escape she attacked the stern destroyer, HMS Daring.

At least one torpedo hit and caused a secondary explosion which broke the vessel in half. She sank in two minutes.

Among those who died was an Isle of Wight sailor who had spent just two days with his new bride before having to leave with the Daring.

He was Acting PO Charlie Webster, an only son. His father, Harry, was a member of the Royal Marines Light Infantry, killed in November 1914 when the old battleship HMS Bulwark blew up as she was taking on ammunition at Sheerness.



## Our Katie (14) is youngest member say Bude

A CLAIM by Blackpool and Fylde branch that it has the RNA's youngest member - 18-year-old sailor Nicholas Sheldrick (*Navy News* December) - has not gone unchallenged.

Kendal branch say they have 17-year-old Michael Dacre as a member. He is an OM2(C) in HMS Somerset, currently on South Atlantic guardship duties. His great-grandfather and grandfather - who is also a member of the branch - were RN men, too.

But (so far) the record seems to be held by Bude branch, who point out that their youngest member is aged just 14.

She is Katie Sparkes, Barnstaple's Sea Cadet of the Year whose ambition is to become a Royal Marines musician.

Branch secretary Bob Gelder told *Navy News* that Katie also holds the Mayor of Bude's award. "When she takes part in our



● Katie Sparkes - have we found the youngest RNA shipmate at last?

parades she impresses us all with her smartness," he said.

Katie is a full member of the branch, whose other members are clubbing together to pay her subscription until she becomes a wage earner.

## MBE for 36 years' dedication

SECRETARY of No. 11 Area, Shipmate Mike Cooper, has been made an MBE in recognition of his 36 years of dedicated work for the RNA.

Mike (66) is also secretary of Bradford branch, and has been heavily involved in work for Bradford's ex-Service community. He is vice chairman of West Yorkshire War Pensions Committee, and for many years has been chair-

### In Brief

SHIPMATE Keith Wood, a former member of North Manchester branch, received life membership in recognition of his 13 years' service as secretary of Atherton branch. He saw service in HMS Bulwark in Borneo.

A SODS opera style concert, organised by ex-RM bandmaster Fred Matthias at St Helen's RNA Club, raised £400 for Alder Hay Children's Hospital Rocking Horse Appeal.

OVER 150 shipmates and friends attended the laying-up of Barnes, Mortlake & Richmond's standard at the Royal Star and Garter Home in Richmond.

A COLLECTION by shipmates of Crawley branch, in the town's shopping mall, helped to raise £2,000 for the 1999 Poppy Appeal.

SHIPMATE Fred Carman has been elected president of Southend-on-Sea branch.

LUTON & Dunstable branch have four shipmates who served together in the cruiser HMS Birmingham in Korea - which may be a record.

THE LAST quarter of 1999 saw much fund-raising by members of Dagenham branch, resulting in a cheque for local charities being presented to the Mayor of Barking & Dagenham by Shipmate George Lester. A cheque was also presented in support of the Poppy Appeal.

A STREET collection by members of Bexhill branch raised £500 for the Royal Alfred Home, Eastbourne. The cheque was presented by the chairman, Shipmate John Barber.

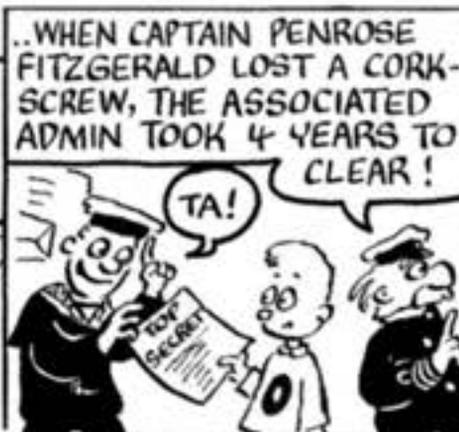
LIFE membership certificates were received by Wakefield branch treasurer, Shipmate Derrick Leading and branch welfare officer, Shipmate Claude Waring. The certificates were presented by the chairman, Shipmate Bill Little.

man of the Federation of ex-Service Associations.

He organised and ran Festival of Remembrance concerts and parades in Bradford for 14 years, and arranged other commemorative events including the town's VJ parade.

Mike joined the Navy at the age of 15 and left as a PO Seaman. Two of his sons have served in the RN, and a grandson is carrying on the tradition.

### Naval Quirks



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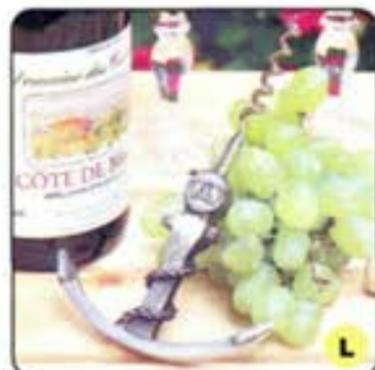
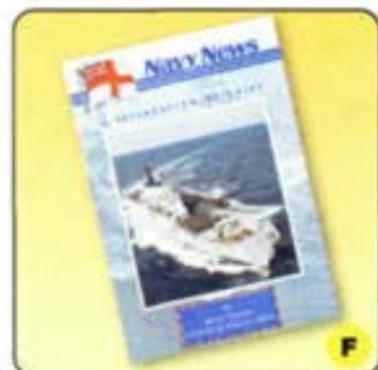
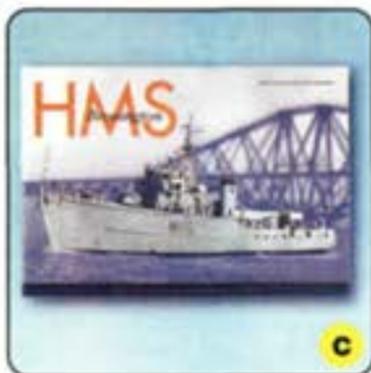
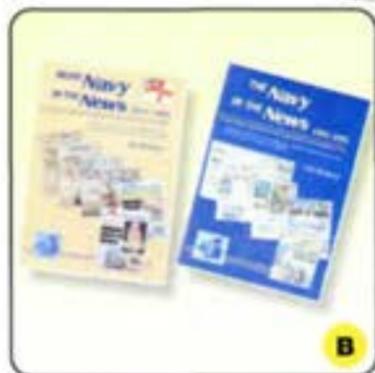
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As the RN's student weather forecasters cast anxious glances to the skies, their minds are on the tougher challenges that lie ahead in the front line. **Mike Gray** reports from the Navy's School of Meteorology and Oceanography at RN air station Culdrose.

# Eyes to the skies, but feet on the ground

**T**HERE are few facets of Navy life which do not depend to some degree on the weather.

Pilots need to know what they are taking off in, what they are flying into – and what they will land in.

Amphibious operations are particularly susceptible to conditions, and the sister discipline of oceanography is crucial in anything involving submarines.

Even the most mundane events have a weather dimension, be it a PR opportunity or divisions, which can be wrecked by rain.

So Navy forecasters and observers need specialist training in an apt location – and the RN School of Meteorology and Oceanography (RNSOMO) fulfils both requirements.

Situated at RN air station Culdrose, near Helston in Cornwall, the school is only a mile from the sea, so reaps the benefits and penalties of a maritime setting, as well as giving novices a taste of life at a busy airfield.

The burden on Navy forecasters can be onerous. Unlike the Army and RAF, which uses Met Office employees – the Met Office is an agency of the Ministry of Defence – the Navy relies on uniformed personnel, who need a broad range of skills and an ability to deliver to tight deadlines, sometimes with minimal data.

In larger ships such as carriers, the workload is varied.

Aviation forecasts must be prepared for the area around the ship, and the combat radius of her aircraft, both fixed-wing and rotary.

This may include coastal regions, mountains and desert, where conditions may be very different to that at sea, and for periods ranging from hours to days.

Forecasts cover periods of a few hours up to several days.

Forecasters also have a major input when planning evolutions

which are particularly prone to weather interference, such as replenishments at sea.

In amphibious ships such as HMS Ocean, the forecasting team will not only need to cover helicopters, but must also provide accurate assessments of sea, swell and surf conditions for beach landings, and night-time illumination levels for night-vision goggles.

In frigates, a forecaster brings oceanographic skills to the fore when advising on use of towed array sonar.

Ashore, forecasters work at Yeovil, Culdrose and Prestwick, and the Fleet Weather and Oceanographic Centre, Northwood.

The career path for a Navy forecaster officer has undergone changes in recent years, with the result that the old division between METOC (Meteorology and Oceanography) and Hydrography is no more.

There is now a new breed of Warfare officer combining Hydrography and METOC as HM. HM students start at RNSOMO, then move on to Devonport for the Hydrography element, which may be topped off by a stint at HMS Dryad on advanced oceanography.

Their new talents are then put to the test in a survey ship, and on warships, where they will also train as Officers of the Watch as well as practising forecasting.

The School also offers advanced courses, perhaps concentrating on aviation forecasting, or looking at particularly challenging regions such as the Gulf or polar regions.

Other crucial tactical aspects of maritime operations also depend on the advice of forecasters.

Radar is susceptible to atmospheric conditions, so estimates can be made of how radar beams are bent or shaped.

Holes in radar cover can then be plugged by Sea Kings, or routes planned which avoid enemy radar.

If an aggressor released contaminants, forecasters would work out patterns of dispersion, and gun-

neries is also affected by weather.

In an amphibious landing, commanders must be satisfied that the prevailing wind and sea conditions are right, or landing craft may surf up the beach and be stranded.

In submarine work, factors include sea salinity, colour and transparency.

Even in routine operations such as getting a carrier out of port, the forecaster is a pivotal figure if high winds are expected – which is why the first part of any operational brief is the Met report.

The new career structure reflects changes to the Navy's role.

Oceanography seemed to have reached a zenith in the Cold War days, when NATO and Soviet submarines played cat and mouse in the Atlantic, but the discipline is still as valid today as forecasters advise on how to deploy sonar, or use their knowledge to best effect in tricky coastal regions.

There is also the need to work out where a ditched pilot may have drifted since he hit the sea.

**F**or ratings, the two sides – METOC and Survey Recorders – have been kept apart, maintaining a depth of knowledge during the changes to the officers' structure.

Ratings start with six weeks training at HMS Raleigh, then complete their METOC course at RNSOMO, which trains them to be observers.

Competition is stiff for a place in the branch, which numbers around 120, and courses are routinely over-subscribed.

There have been recent advances in the scope for ratings to climb the ladder, however.

More information is available at [www.royal-navy.mod.uk/metschool](http://www.royal-navy.mod.uk/metschool)



Chart table – Senior Instructor Lt Cdr Will Corbett discusses the synoptic situation with student CPO (METOC) Paul Hulford.



Old and new technology – LWRN (METOC) Julie Tatam observes the weather at RN air station Culdrose beside the satellite receiver.

## Outlook is busy

A TYPICAL watch for a CPO student forecaster includes the following:

**0715:** Take handover from night forecaster, and assess situation using observations, satellites charts etc

**0745:** Brief Duty Instructor (DI) on Met situation and Observer on situation and requirement

**0815:** Attend conference o/c: Write airfield forecast and update forecast colour code

**0830:** Analyse 0600 chart

**1030:** Draft aviation forecast for Culdrose with outlook to next day

**1100:** Discuss draft forecast with DI

**o/c:** Finalise forecast, prepare briefing

**1140:** Write airfield forecast and update colour code

**1215:** Present Culdrose aviation brief, then lunch

**1315:** Reassess situation, and colour and analyse 1200 UK chart

**o/c:** Commence draft aviation forecast for Culdrose 2000-0200 with outlook to 0800

**1400:** Calculate night minimum and fog point at Culdrose

**1430:** Write airfield forecast and update colour code

**o/c:** Analyse 1200 chart

**1545:** Complete aviation forecast

**1630:** Check latest data

**o/c:** Prepare 1645 briefing

**1645:** Present Culdrose aviation brief

**1740:** Write airfield forecast and update colour code

**1800:** Dinner.

**1840:** Reassess situation.

**1845:** Prepare charts.

**1930:** Route brief for DI.

**1940:** Prepare for handover.

**1950:** Handover and debrief with DI.

Students are required to draw hourly charts throughout the watch.

## From Senior Service to the small screen

A NUMBER of RN METOC officers have become familiar faces on TV as a result of their training at RNSOMO:

■ BBC weatherman Phillip Avery joined the Navy in 1984, and on completion of METOC training served in RN air stations across the UK. During the Gulf War he was a member of a helicopter squadron embarked in HMS Ark Royal in the Eastern Mediterranean, and is now an RNR officer.

■ BBC forecaster David Braine gained a degree in meteorology and oceanography, and joined the Fleet Air Arm in 1987. He served in the Gulf and the Balkans before joining the Met Office in 1995, and is an officer in the RNR.

■ BBC forecaster Richard Edgar joined the Navy in 1989, undertaking flying training and gaining experience in watch-keeping, air traffic control and METOC specialisations. Before leaving the Navy in 1986, he served twice in the Falklands and became the Navy's first windsurfing instructor.

■ Dorcas Henry, familiar to BBC viewers in the South, joined the Navy after university and became a METOC officer.

**NEXT MONTH: Putting training into practice at the Fleet Oceanographic and Weather Centre**

## INFORMATION ON DEMAND

Wherever you work in the Navy you can expect at least;  
To know the long-term aims and direction of the Navy.

## 2015: A NAVAL STRATEGY

Plan identifies key action areas for improvements in RN  
5 'pillars of wisdom' take over from past 'pillar to post' confusions?  
People, Partnerships, Equipment, Resource Management, Readiness for Operations



## NEWSVIEW

### Wishful thinking, boxing clever

**P**redicting a Naval strategic plan – or any other kind of plan – for the next 15 years must involve a lot of wishful thinking. But that doesn't mean the exercise isn't worthwhile.

All the lessons of history tell us that forward planning ought to pay off. Back in the 1920s the distinguished British journalist Hector Bywater prophesied the shape of the war in the Pacific with uncanny accuracy, so that Japanese military planners took full account of his views – even though he had suggested they were doomed to failure.

What the future will bring is change. And if the events of the past decade are anything to go by, it will be change of bewildering, even frightening rapidity.

None of us are too comfortable with that, but since change is going to happen, it is best to have some idea about how we can manage it.

It is best managed with information – and information, from top to bottom and from bottom to top, isn't something the Navy has been too good at. To be fair, not many other organisations, civil or military, have been either. That has got to change.

Change brings a shock to the system. Sometimes nice, sometimes nasty. The end of the Cold War, symbolised by the destruction of the Berlin Wall, at first brought a rush of euphoria and seemed to herald a new era of liberty. Very soon after, though, the collapse of the Soviet Union saw it all turn to ashes as long-simmering grievances within its component nations and satellites exploded into civil wars that produced the worst examples of genocide in Europe since World War II.

These excesses were by no means confined to our own near-backyard, either. The past few years have also seen eruptions of mass slaughter in Sierra Leone, Rwanda and Indonesia which show that the world as a whole is a much less safe place than it was during the arguably simpler days of straightforward East-West confrontation.

Now Russia has added another ingredient to the witch's brew of uncertainty by suddenly revising its own home defence doctrine, lowering the threshold for its use of nuclear weapons 'to repel armed aggression' rather than the previous version which posited only the doomsday eventuality of 'a threat to the very existence' of Russia as a sovereign state.

There could be no clearer example of the unpredictability of change in this day and age.

**E**xactly a century ago, joint action against the Boxer Rebellion in China, in which the forces of Britain, the USA, Russia, France, Germany and Japan combined, seemed for a while to signal an era of international co-operation.

This proved illusory. The Royal Navy was soon forced to concentrate on protecting its home base and the rest of the participants followed suit – and what followed were the two most destructive and wide-ranging wars in the whole of human history.

Hopefully – and it is by no means a vain hope – we are returning to a true concept of global policing in partnership with nations equally committed to being 'a force for good'. For 'a grown-up country', as the First Sea Lord calls us, that is indeed 'a very responsible thing to do.'

### Cover calls up the Altmark rescue, and the cry –

# 'The Navy's here!'

**O**NE OF the most famous Naval incidents of World War II, the rescue by HMS Cossack of 299 British prisoners of war on board the Altmark at Jossingfjord, Norway in February, 1940, is commemorated by the latest anniversary cover issued by the Royal Naval Philatelic Society.

The pack contains a set of ten photographs and an account of the experiences of the prisoners – merchant seamen taken from ships sunk by the Graf Spee – by James Keating, a fireman from the SS Tairoa.

They had been well-treated in the Graf Spee, but before transferring them to the tanker Altmark, the pocket battleship's CO Captain Hans Langsdorff, warned them that they might not expect the same from her master, Captain Dau: 'Although he is one of my countrymen, I tell you plainly he is no good. All I can do is wish you the best of luck.'

'After Captain Langsdorff had made his farewell remarks to us we were ordered into motorboats and taken across to the tanker. Armed guards of the tanker's crew took charge of us from the German marines, who returned to the Graf Spee, and during a short wait on deck we caught a glimpse of the man into whose hands we had been delivered. Captain Dau was thick-set, weather beaten and adorned with trim moustaches and beard that had earned him the nickname of Old Natty Whiskers among the British Merchant Navymen already in the prison holds aboard.

'Forty-seven of us were stowed in a compartment forward, and other compartments on different decks were crowded with the rest of the merchant seamen. It was close on afternoon by this time, and those of us newly arrived from the Graf Spee were getting hungry. No dinner was brought to us and protests were ignored, but shortly before five o'clock in the afternoon one of the German guards who could speak broken English told four of my shipmates to 'come and get it'. What they got for us was a dixie of strong tea, some black bread and ship's biscuits. At eight o'clock the next morning a similar meal was provided, and this became only too familiar on the ensuing voyage of two months or more...

'At last the tanker, the name

Altmark painted in letters a foot high on her quarter, drew in unmoored towards the Norwegian coast. All lights were extinguished, and our state was even less enviable in the darkness. Hopes of rescue revived when one day the Second Officer of the Doric Star and the Fourth Officer of the Tairoa passed the word that they had seen Norwegian destroyers.

'We're alright now, boys,' one of them assured us. 'A Norwegian destroyer is coming alongside! Norway was neutral, and the Altmark had steamed within the three-mile limit, so we expected to be taken out of the German ship and interned. That we should not fail to be discovered, one of our officers told us to shout as if we were at a football match when he gave the signal. In growing excitement we crowded round the companion ladders to be near the hatches, and when the signal was given we yelled, kicked and hammered on the bulkheads, blew whistles, and generally raised pandemonium.

'Natty Whiskers immediately got the steam winches going to drown the noise, and then some of the German crew turned the hoses on us through the hatches and

drenched us to the skin. Norwegian officers came on board, and as they stayed half an hour they must have known there were prisoners in the ship (we shouted continually) and that they were acting contrary to international law when they left without making any examination below decks. To say we were dispirited when thus left to our fate is to put it mildly.

'This affair, as I know now, occurred off Bergen and Capt Dau issued a typed notice in English, dated February 15, 1940, stating that on account of our behaviour all prisoners would get only bread and water.

**I**ncidentally, full diet often consisted only of bowls of boiled maize. A day or two later, three aircraft wearing the roundels of the RAF appeared, diving and zooming over the ship before vanishing again.

'Our rescue was one of the outstanding feats of the war. Those RAF scouts had reported what they had seen; moreover, they had given Capt Dau warning of what to expect, and he took the ship two and a half miles up the Jossingfjord on the chance of lying doggo until

conditions favoured a run down the coast to Germany.

'The prison ship had been intercepted and identified by destroyers of Capt P. L. Vian's flotilla, we learnt, but no action was taken owing to the Altmark being within Norway's territorial waters. When Admiralty orders were received, Capt Vian's ship, HMS Cossack, entered the fjord after dark.

'We could hardly breathe with excitement when a searchlight focused on the Altmark and a destroyer drew alongside. An officer and some bluejackets leaped aboard and Capt Dau was roughly handled when he tried to give orders to the engine-room to go astern, apparently with the object of driving the warship aground.

The German crew were being rounded up when one of the Nazis fired a shot – which was most unlucky for him and a few others. Some of the Altmark's crew jumped overboard and crossed the ice to the shore; one or two fell in the sea and were rescued by a British officer. Those who reached land opened fire with rifles, the bluejackets replying with Tommy guns and dispersing them with casualties.

'Hatches were presently opened and a voice shouted: 'Are you all British seamen down there?' Someone replied 'Aye! Who are you?' The answer convinced us that our imprisonment in the German bell ship was over. 'Alright boys! The Navy is here!' And out we came, a dishevelled, scraggy crew, cheering ourselves hoarse.

● Met by huge crowds, HMS Cossack arrives at Leith with 299 Merchant Navy men rescued from the Altmark.



## CHINA'S NEW CLASS OF SEA POWER

THIS PICTURE of the Chinese Navy's first Sovremenny-class destroyer was taken by an RAF Nimrod maritime patrol aircraft while the ship was en route from the Baltic to its new owners.

The 7,000-ton vessel is the first major surface warship to be exported from Russia, and the first of two Sovremenny destroyers to be built for China.

Armed with Sunburn anti-ship cruise missiles (range 80 miles) and Gadfly surface to air missiles with a 13-mile range, she will be China's most capable destroyer.

The second Sovremenny is due to be delivered later this year.



### NEWS IN BRIEF

#### Peter's £500,000

FORMER CPO Peter Lee (65) was watched by millions of viewers when he won £500,000 on the Carlton TV programme *Who Wants to Be a Millionaire?* It was the biggest individual cash prize awarded on UK television.

#### Crew search

CREW members are being sought for the 72ft sailing ship *Arethusa* for the first and second legs of the Transatlantic Tall Ships Race in April-June. Candidates for the vessel, operated by Shaftesbury Homes, should be aged 16-25 and should apply to Lt Cdr Nicko Franks RN (ret'd) on 01634 711566 (fax 295905).

#### Big band show

A BIG Band concert under the direction of Don Lusher is being staged by the Band of the Royal Marines School of Music at St Mary's Church, Portsmouth at 7.30pm on February 17. Tickets are £5 (£4 concessionary). Contact the Concert Secretary on 01705 726182.

#### Seas conference

A CONFERENCE exploring the key issues in the relationship between the oceans and humanity at the new millennium will be held at the National Maritime Museum on April 13-15. For booking details contact Helen Jones on 020 8312 6716.

#### Crash helper

IF YOU were the driver of a blue V-reg Fiat Punto, who works at HMS Nelson and who helped out after an accident on the A27 between Portsmouth and Chichester on the afternoon of Tuesday, January 4, please contact *Navy News* on HMNB Portsmouth ext 24163 or 24194.

# RFA's seven-year Balkan task ends

WITH THE departure from Split of the supply ship RFA Fort Grange, a seven-year mission of support for British forces in Croatia and Bosnia has come to an end.

The first RFA vessel to fulfil the role was RFA Resource,

which in 1994 was temporarily relieved for seven months by Fort Grange. Then, from April 1997 Fort Grange took on the task on a longer-term basis, and was based at Split until her final departure on January 6.

Up to then the 23,000-tonne vessel had acted as a secure stores depot for all British Service needs in the region, including provision

of food, equipment and fuel.

She had at times issued 800 tonnes of food each month, accommodated Army personnel involved in the port operation at Split, in Croatia, and provided a communications service. While the ship herself was based in Croatia throughout the operation, her 105 RFA personnel and 32 civilian stores party served there in rotation.

In a signal to the ship, the Chief

of the Defence Staff, General Sir Charles Guthrie, congratulated her "for providing an essential and highly professional service to UK forces in theatre and also for the efforts taken to foster relations and to promote UK interests in the local area."

During her time in Croatia, Fort Grange had built up particularly strong links with the Rudine Institute for disabled adults and children, which was set up after the war in Croatia. Volunteers helped with the institute's maintenance, and the ship's company raised money for its funds and hosted parties on board.

As Fort Grange left, her Commanding Officer, Capt John Stones RFA, said: "Individual RFA members, some of whom have served here on several occasions, have made good friends in Split. I'm sure the locals will be sorry to see us go."

After stopping at Crete to refuel, the stores ship was due to arrive home at Glen Mallen, Scotland early this month.



## Exeter's all-girl RASzle-dazzle!

THESE 20 members of HMS Exeter's ship's company rest on their laurels after pulling off what they believe to be the first all-female RAS (replenishment at sea) task on Operation Bolton in the Gulf.

Under the supervision of POSEA Nobby Clarke, and LSs Paddy Starrait and Ted Slater, the girls conducted a smooth, problem-free RAS with the fleet oiler USS Yukon.

Later during Exeter's Armilla Patrol, her engineers repaired a sanction-breaking tanker - work which enabled her to reach an Allied port under her own power.

The Bolivian-registered ship,

the Shaheen, was carrying 1,500 tons of fuel oil from Iraq when she was intercepted by the frigate USS Ford which later turned her over for escort by the Exeter.

Shaheen needed engine repairs before she could be taken to port, and S/Lt Andy Pollard and CPOMEA Slinger Wood led an engineering team on board to carry out the work.

They found the Shaheen to be rat-infested, with gauges in Cyrillic type and manuals in Russian. Even so, they managed to rebuild the starter system and got the ship under way within hours.

On reaching port she was impounded, to be sold by the UN.

## First RNA branch in France

THE FIRST branch of the Royal Naval Association to be formed in France was due to be commissioned on February 10.

Aquitaine branch of the RNA has formed at Bordeaux with 24 members. Guests at the commissioning will include the British Naval Attaché in Paris, Capt Allan Adair, and the British Vice Consul in Bordeaux, Paul Dixon.

Chairman of the branch is Lt Cdr Ken Napier who retired from the Navy last year and who now lives at Baugas.

"Our members are all ex-pats and served in the RN - from National Service ex-ABs to two retired Captains, and all ranks between," he said.

"We have already established strong links with members of the French counterpart of the RNA - the FAMMAC.

Anyone interested in the branch should contact Shipmate Ken Napier on (France) 553 01 72 80.

## Southampton Freedom bestowed on destroyer

SOUTHAMPTON has granted the Freedom of the City on the Type 42 destroyer, HMS Southampton.

The decision to bestow the honour was made at a Special Meeting of the City Council. The motion, proposed by the Mayor, Cllr Derek Burke, recognised the "eminent services rendered to the city by the ship's company."

The City's Freedom has also been granted to 17 Port and Maritime Regt, Royal Logistic Corps, who were due to join HMS Southampton's ship's company in a ceremony on January 26, during which the Freedom scrolls will be presented. The Royal Marines Band Portsmouth will take part in the parade.

## Murder charges

PO Alan Michael Grimson appeared at Portsmouth Magistrates Court on January 21 charged with the murders of sailor Nicholas Wright and barman Sion Jenkins.

In a separate case, S/Lt David Crawley is due to appear before the magistrates on a charge of murdering his wife Jayne.

### SING 'EM AGAIN!

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## WELCOME ASHORE!

The Royal Alfred was established in 1865 to alleviate distress among seafarers, both serving and retired, and their widows.

Today the Society provides full nursing care, as well as residential and sheltered accommodation, at establishments in rural Surrey and in Eastbourne. Convalescent and respite care is also available.

For further information, including the availability of accommodation, please contact the General Secretary.

**Royal Alfred**  
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### ROYAL SAILORS' HOME CLUB

#### NOTICE...NOTICE...NOTICE

The 136th Annual General Meeting of the Royal Sailors' Home Club, Queen Street, Portsmouth, will be held in the ballroom of the club on Tuesday 14th March 2000 at 10.30. Commanding officers are requested to allow committee representatives to attend. ALL MEMBERS WELCOME

#### Ex RN REPRESENTATIVE

Mr M Baker is willing to continue in office. However, applications are invited from all ex-RN/RM members to serve on the Advisory Committee as the ex-Serving representative. Nominations with proposer and seconder, plus pen picture, to be forwarded to the Administration Manager at the Club before 29th February 2000.

# Five pillars of wisdom for a world-class Navy

## 2015: A NAVAL STRATEGIC PLAN

The Royal Navy finally has its own Strategic Plan. A 'working document' to better manage its business through the next 15 years. It has five 'pillars' or key areas of activity in which quality is to be maintained and improved: 'People', 'Partnerships', 'Equipment', 'Resource Management' and 'Readiness for Operations'. Each of these will be overseen by sponsors and monitored by specially appointed 'champions' who will report directly to the First Sea Lord on progress of the Plan – or otherwise.

*Jim Allaway* asked Admiral Sir Michael Boyce: Why haven't we had one before?

**I**t's a very fair question! The need has been in my mind for four or five years now, but to have a strategic plan you've got to have a springboard to launch it from.

"And frankly, with the plethora of change and activity since the Soviet Union collapsed – Options for Change, Defence Cost Studies, Front Line First and so on – the ground has been shifting all the time.

"Until we had the Strategic Defence Review we didn't really know what our starting point was – and we certainly didn't know what the defence long-term projection

was. That was a policy-led review which looked ahead to see where defence might be in ten or 15 years time, so it gave us for the first time a peg in the ground from which to draw out a strategic vision of what the Navy's contribution could be.

"One of the things which I personally find very unsettling – and I know a lot of other people do, too – is change going on where you don't know where you're changing from and you don't know where you're going either – or where the new changes are going to take you.

"So now the opportunity is finally there for us to be able to say, right, we can now determine what sort of Navy we should have in 2015. Let us, in naval terms, plot a track to get to that vision. Let us give ourselves one or two fixing points, which we have called 'pillars', on which we can take

fixes to make sure we are staying on track. Then, as changes come in – and I'm quite certain that change will be one of the main themes of the 21st century – we can measure what they do to our track and what we need to do to get back on course. Or we may want to change our final aiming point as a result.

"Hopefully people will thereby find change more acceptable and understandable – because they will know what it is doing to where they are going."

Wasn't there a contradiction here, that the speed of change these days made it that much more difficult to predict the future?

"We can't predict events with any certainty at all – but at least the SDR made an attempt to say where it thought the country's defence policy was heading. And we have enough information in front of us, given the circumstances we are in today, the international situation, the geo-strategic situation and the equipment programme we are building – new carriers, new submarines, new destroyers that will all be in service in 15 years time – to give us a good idea, not only about where

why the changes are going on and what they will do to their current and future situation."

One thing which people may not feel too comfortable about is the prediction that in 2015 we are going to have less than half the number of personnel that we have now. Did that not suggest that people were not going to be as important in the future?

"No – as the Navy has become smaller people have actually become more important than ever. And there's no point in having lots of new equipment if you haven't got the right sort of people in the right sort of numbers to man it.

**M**odern technology allows us to have ships which are manned by fewer people. The new Albion-class LPD will be significantly less heavily manned than the Fearless which it is replacing and the same applies to our new Type 45 destroyers in comparison with the Type 42s.

"So, as we change our different classes of ships, if the manpower is

**'We have a role which is motivating and good for humanity'**

we are going, but also, roughly speaking, about what sort of Navy we will have to deal with whatever's happening then.

"So I hope this Strategic Plan will make everybody in the Navy much more comfortable about

going to be halved in those, then you will expect the overall manpower to be reducing.

"I am absolutely adamant, though, that wherever we reduce manpower we must not do it at the expense of quality of life. To give

you an example, if we are building a ship like the Type 45 – which is broadly the same size as the stretched Type 42 – if you have half the manpower, you can double the size of the accommodation, which is bound to improve that quality of life.

"We must make sure we have enough people to maintain sensible watchkeeping routines, so that they're not overburdened. We must use modern building techniques to make sure that maintenance loads are reduced – because the questions people are always worried about are not so much whether they can do their fighting or engineering tasks on board ship, they really have to do with the ancillary tasks, which can sometimes be a big burden.

"A big ship requires a lot of husbandry, which by definition requires a lot of people. So we use modern techniques to make sure the husbandry load is reduced – with the Type 23 frigate, for example, we contract out some of the so-called drudgery tasks when the ship comes alongside."

Quality of life aside, what would be the main threats facing the Navy's people in 2015?

"We are certainly not in the same situation that we were in 12 years ago when the Cold War was still going on, so I don't think defence of the homeland is going to be one of the likely things we are going to be required to do. I do think, though, that we continue to require a deterrent while there are states around which have nuclear weapons which could be used against us.

**"Beyond that, our new role is not that of waiting for the trouble to come to us, with pre-positioned forces in Germany and the North Atlantic as we used to have in the Cold War years, but being prepared to be operating on a more global scale, to be a force for good.**

"We are going to be more expeditionary – we will move to where the problem is. We've seen that very much in evidence over the past couple of years where we have been very busily employed in Kosovo, in Sierra Leone, in the Persian Gulf and the Iraq crisis, in East Timor – places where the Government wishes to play a responsible role on the world stage, which as a member of the UN Security Council, of G8, as a grown-up country, is, I think, a very responsible thing to do.

**A**nd so we must be ready to be flexible and our training state must be able to deal with a very wide spectrum of activity – from one end of the scale, from a simple search and rescue exercise at sea or disaster relief after a hurricane or whatever, right through to being engaged in some shooting incident in Iraq, say, where there is still a war going on. As we know, HMS *Illustrious* is on her way up there at the moment – and who knows, she may well get swept up into that in the same way that *Invincible* and her FA2 Harriers were in the early part of last year.

"Our training must also be groomed to make sure we can continue the role we have in contributing to what I call domestic security – as in the West Indies with our counter-drug operations. These are very helpful to this country, because a lot of the drugs trafficked through the Caribbean



are on their way here. And the fact that HMS *Marlborough* and HMS *Northumberland* last year managed a series of drugs busts which scooped up over a billion pounds worth of drugs means that a billion pounds worth of drugs are not getting into the UK.

"It's a very important role and one which requires good training for a very hi-tech operation out there."

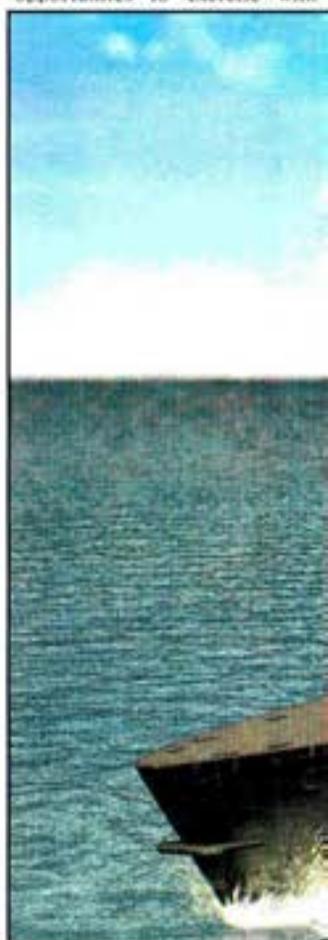
Will there be more co-operation between the Royal Navy and other navies in this sort of global policing?

"Very much so, whether it's anti-drugs operations in the Caribbean where we're in a coalition-type effort with the Americans, the French and the Dutch, through to higher intensity operations in Kosovo or Iraq. That is why I think it is important for the Navy to continue to deploy on a global level, quite apart from the need to be able to move into action where required, as HMS *Glasgow* was in East Timor.

"It also gives us plenty of opportunities to exercise with



● STRATEGIC DETERRENT: HMS *Vengeance*, the last warship to be commissioned into the Royal Navy in the 20th century. "We continue to require a deterrent while there are states around which have nuclear weapons which could be used against us."



# y of the future

# STRATEGY



"Their task is to keep their ear to the ground and where they feel things are not progressing at the right sort of speed they may report their findings to me personally. If at any time they have any concerns they have the right to come straight to my door."

"I think proper communication within the Navy is extremely difficult. You can go on board a ship and you'll meet one person who says if he sees another pamphlet or bit of glossy he'll go mad - and then you'll turn to his neighbour who'll say 'Nobody ever tells me anything.'"

"Well, there is a danger of inundating people with too much bumph and then it just gets thrown in the trash can. But nowadays people who are interested in particular issues can find out for themselves by pulling it down from the Navy net and the Internet - and the rate of change is so high these days that we have a duty to keep them informed as soon as possible."



● **EXCITING TIMES:** "We have probably the best future equipment programme that I can remember . . . I think our people are being much better used than in the days of yesterday - and I sense that they do think that what they are doing is a power for good"

other navies, so when something does come up we're used to their ways and their own environment. We are actually taking the French with us on our next global deployment, as you reported last month, and I think this is a very good development in our relationship. With HMS Somerset and Grafton during the Kosovo operation, for the first time since the Crimean War we had the White Ensign operating under French command so this is, if you like, a reciprocal arrangement."

One of Admiral Boyce's chief concerns within the Strategic Plan was the need to communicate it at all levels.

"I don't want people to feel it is just another lot of promises on glossy paper, so I've appointed what I call 'champions' to keep track of each of its five pillars. Each pillar will have two champions, a captain and a warrant officer, and a sponsor, who will be a rear admiral. It's a watching brief not related to their actual jobs and hopefully they will each carry out this role for about five years."

**T**here are a number of areas within these five pillars of the Strategic Plan where there is room for improvement. In resource management, for instance, people are always moaning that the military shouldn't have to worry about money matters - but the fact is that if we can find better ways of employing our money, then we can save money to spend it on something else. So it behoves us to be good business managers - not forgetting that we need to be first and foremost good leaders as well.

"I think there's a lot more we can do in terms of partnerships - not just in understanding our sister Services better but also other people who can help us, such as the media. The footprint of the Navy is getting smaller, not enough people know about us - and the more people know about us the better our cause can be

espoused around the country.

"Readiness for operations - are we putting the right sort of effort into making sure we are ready to do whatever is required of us? We showed up pretty well in that regard in Bosnia, it was noted - we were able to put people, ships and aircraft into the field in far greater numbers and far more quickly and at a far higher level of capability than many other countries managed, but that doesn't mean there isn't some room for improvement."

"Finally, there are areas where we must do more for our people. I think the past year, as your interview with the Second Sea Lord showed last month, has produced a remarkable number of personnel measures that are now in place - but we are not stopping there, we are still looking at other areas

where we can improve quality of life.

"I think we have a number of things going for us which will make the future exciting. We have probably the best future equipment programme that I can remember and we've got a role which is motivating and good for humanity."

"I think our people are being much better used than in the days of yesterday - and I sense that they do think that what they are doing is a power for good. So I hope that by improving our internal communications with the help of this Strategic Plan we can continue to ensure that everybody is proud of the Service they are in as it continues to deliver and do what is required of it as a world-class Navy."

## INFORMATION ON DEMAND

### The Strategic Plan pledge

Wherever you work in the Navy, you can expect at least:

- To know the long-term aims and direction of the Navy.
- Annually, to know how the Navy is performing.
- Divisional meetings for all ratings and team discussions at least every three months, providing an opportunity to discuss and feedback opinion on current issues.
- Regular access to senior officers via a programme of visits to ships and establishments.
- Important Defence and Naval news to be communicated clearly and rapidly, with a follow up process of detailed briefings whenever necessary.
- Increasing availability of key information about the Navy and important decisions to be available on intranets in ships, establishments and offices.
- Every RN and RM officer of one-star rank and above to be fully aware of Navy Board decisions and able to explain the reasons behind them.
- That all in your management chain fully recognise that communication is a two-way process, that your views are important, and that they will be listened to and communicated up the chain.



● **FUTURE DESTROYER:** "Wherever we reduce manpower, we must not do it at the expense of quality of life . . . If you have half the manpower, you can double the size of the accommodation."



## At Your Leisure



### ROSYTH'S SALTY SCOUT

ROSYTH Boy Scouts Troop, 1916 – with Petty Officer Roberts among the leaders. The Troop had been formed the year before, and was immediately successful in a local competition for 'The Gibb Bugle' – still contested today by Scouts in Dunfermline District.

The picture is taken from *Rosyth in the Images of Scotland* series published by Tempus, which also includes albums of *The Clyde Submarine Base* and *Around Helensburgh*, each at £9.99.

### Tales of Arthur's Wrens

WHEN Fi Waller and eight fellow Wrens thought they were being drafted to a glamorous-sounding Fleet Air Arm station in the west country, they soon found themselves instead facing up to the harsh realities of life on the practice bombing and rocket ranges of North Cornwall.

"The first winter near Port Isaac we had no electricity and Quarters Watch had to service the paraffin lamps, some of which hung in true wild west fashion from the ceilings."

Their story is told in a charming memoir *Wrens in King Arthur's Country*, available at £9.50 (see advertisement below)

## Hoisted in at last – the Petard story

AN ATTACK by a British destroyer on a German U-boat in the Eastern Mediterranean in October 1942 altered the course of the entire war.

The story of the capture of secret German Enigma coding material from U-559, at the cost of the lives of two of HMS Petard's crew, has been out-

lined in recent issues of *Navy News*.

It enabled Bletchley Park's codebreakers to crack a new Enigma system introduced to cover a maximum U-boat offensive – and this was the crucial factor in defeating Hitler's Atlantic wolf packs before they could starve Britain into defeat in the winter of 1942-43.

Because of the top secrecy about Ultra messages that lasted nearly 40 years, the Petard's achievement remained unknown.

Now, in *Capturing Enigma* (Sutton £14.99) Stephen Harper – who served as a coder in HMS Petard on her second commission, 1945-46 – makes use of vivid eyewitness accounts to flesh out the tale of her greatest coup.

There is more besides – the destroyer's fighting record was unique in World War II. She was the only warship of any Allied navy to sink submarines of all three enemy navies as well as being a survivor of the Malta convoys and of the disastrous Aegean campaign that became known as the destroyers' graveyard.



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## Last date for the Dukes

HMS MONMOUTH, one of the Duke-class ships now forming the backbone of the Navy's frigate force, is featured in the latest edition of *British Warships & Auxiliaries (Maritime Books, £5.95)*. In his introduction, Chris Cope, Political Editor of *Warship World*, notes that the Type 23 frigate has been a considerable success, despite delays in the fitting of the SSCS command system. Last of the class, HMS St Albans, will be launched in May – after which no frigate or destroyer will be under construction for the Navy until the Type 45 destroyer programme begins.



## At Your Leisure

### Lucky escapes improve with the telling

HMS AMETHYST'S breakout from the Yangtze River, Capt Bligh's epic open boat voyage after the Bounty Mutiny and the Dunkirk evacuation are among the famous stories retold in **Great Escapes and Rescues** (ABC-CLIO £37.50).

Editor Roger Howard has also discovered many lesser-known incidents with a maritime background - including one amusing story of an anonymous Frenchman who after escaping from gaol in East Anglia (during a rain-storm, when he assumed his guards would want to remain indoors) was picked up by a press gang at the coastal town from which he hoped to find transport across the Channel.

He now faced the prospect of being forced to fight against his own side.

"Taken to a nearby house, the Frenchman was left alone in a ground-floor room with one member of the gang for company. The others, he assumed, were upstairs or elsewhere in the house and had entrusted this particular individual, a roughneck whom he knew he would have no chance of taking on by himself, to watch over him in the meantime.

"As the hours ticked by, he hoped that his guard would fall asleep, allowing him to open the window a few feet away and jump through. But though the guard did not drift off, the prisoner's luck suddenly changed. In the room next door a shouting and scuffling began, and when someone started to shout for assistance the guard left the room to help.

"Left alone, the Frenchman dashed for the window and succeeded in raising the sash high enough to get out. But just as he was about to dive through, he heard his guard returning and knew he would be caught if he tried to do so. Thinking on his feet, he instead threw himself under the table, managing to conceal himself and hoping the guard would assume he had gone through the window and would run after him.

"It worked brilliantly. The guard rushed out of the room in mistaken pursuit as soon as he saw the window open, allowing the escapee to double back on him. But within minutes he had been seen and once again was being chased at furious pace down the town streets.

"That he managed to evade them owed a great deal to sheer good fortune. Seeing a household door slightly ajar, he dashed inside and threw the door shut, hoping his enemies, only a few yards behind, had not seen him. To his relief, he heard them race past outside, oblivious of his hiding place, and knew that, once again, he had managed to escape...."

Operating in the other direction in 1940, two British officers being marched to a POW camp in the Reich slipped away from the column they were attached to and managed to find a small yacht on the Normandy coast.

With the permission of its owner, a local teacher, they sailed it to England. Their passage would have been even easier had they been seen by two RN destroyers who passed them but somehow failed to notice their frantic efforts to attract attention.



### ScreenScene

— by Bob Baker

## Lawnmower trip that finally made the big screen

BACK in 1994, Alvin Straight, a 73-year-old Iowa widower, briefly attracted the media's attention when he travelled nearly 400 miles across the American mid-west on his lawnmower.

David Lynch seems an unlikely choice to tell Alvin's rather mundane story, having previously directed such grotesque, disturbing movies as *Blue Velvet* and *Twin Peaks*, in which it was unusual for anyone to take a walk without discovering, say, a severed ear, and every character had a monster in the basement, real or metaphorical.

But *The Straight Story* is indeed straightforward and absolutely non-sensational. At the start of the picture, old Alvin has about eight separate things wrong with him and is starting to notice the chill winds of mortality. He has a brother, Lyle, over in Wisconsin, but they fell out years before and haven't spoken since. Hearing that Lyle has had a stroke, Alvin resolves to visit him and patch things up while there's still time.

But his eyesight's too poor for car driving and he's too stubbornly independent to cudge a lift. His solution proves that while a journey may be quicker by train, it's certainly slower by mowser.

Not a lot happens to Alvin on his travels. He has some mechanical problems, meets some interesting folks, shelters from the rain. With his slow, arthritic movements and watery but shrewd eyes, Richard Farnsworth is absolutely mesmerising as the film's hero (the

word is appropriate). Much of the time he seems so laid-back as hardly to be acting at all but by the end, and especially after the last scene when the brothers finally meet, most people should feel that if this isn't a great performance, it's hard to imagine what one of those would be.

The distinction of the film is that, like its protagonist, it has no complaints to make. If it needed a text, a good one might be the old prayer which comforted the traveller with the assurance that "all shall be well, and all shall be well, and all manner of thing shall be well."

This is emphatically not the feeling you're left with at the end of *American Beauty*, an ironic title, the most suitable text for which is probably: Ain't things awful?

This is one of those "horrors of suburbia" tales, familiar to moviegoers since the days of *Peyton Place*, with a stew of violence, sexual repression and corruption simmering away beneath the surface respectability.

Still, this is a highly entertaining version, thanks to the intelligence and humour which British director Sam Mendes brings to the proceedings, and to the performance of Kevin Spacey as the hero (not really the appropriate word this time), a rueful loser badly in need of a fatherly talking-to from Alvin Straight.

## MYSTERY OF THE EMPRESS'S MISSING GOLD

ONE OF the most haunting treasure mysteries of World War II centres on the sad fate of the giant Canadian Pacific liner, *Empress of Britain* (shown left in her luxury cruising days), newly explored by Nigel Pickford in *Lost Treasure Ships of the 20th Century* (Pavilion £25).

In 1995 a multi-million dollar operation, financed by private investors, was carried out in conditions of the utmost secrecy on the upturned hull lying on the seabed some 60 miles off the NW coast of Ireland.

Its purpose was to salvage the gold bullion that the investors believed the *Empress* - converted as a troop carrier in 1939 - had been carrying when she was bombed, torpedoed and finally sunk in October 1940.

It was conducted in a quick and professional manner, using the latest in saturation diving techniques, from a ship dynamically positioned over the site. A neat hole was cut through the external steel plates of the hull in order to gain access to the bullion room. Once inside, the divers discovered that the raging fire, started by the bombing, had gutted almost the entire wreck. Just a silent shell remained, like a huge empty dome rising from the seabed. To stand inside this ravaged cathedral, which was lit up by their powerful headlamp torches, was an awesome and sombre experience.

As it happened, the bullion room, a reinforced chamber towards the bow, had escaped the worst of the fire and was still

intact, albeit upside down. The floor, formerly the ceiling, was covered in a thick layer of silt. To the disappointment of the salvors, however, there was no gold. What they did find, unexpectedly, was the skeleton of a man. It was well known that 49 people had lost their lives during the disaster, but most of these had leapt from the burning ship and drowned. Why would anyone have been in the bullion room, a place of top security, during the ship's last moments? It made no obvious sense. The salvage team held a short service of commemoration for the unidentified man and aborted the project.

After the war, the Admiralty and the Bank of England would neither confirm nor deny that there had been gold on board - although in 1985 a member of the Shipping Policy Unit of the Department of Transport wrote to a would-be salvor saying there had been, but that it had since been recovered. Pickford concludes that the body was that of someone who had taken part in a salvage attempt. "But perhaps the most intriguing question of all is why the War Risk Insurance Office considered it necessary to destroy their files on the subject..."



### TIGER, LION & BLAKE 1942-1986

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### Armed Forces art goes on show

THE ARMED Forces Art Society's 66th annual exhibition of painting and sculpture will be held at The Painters' Hall, London on February 22 from 10a.m. to 5p.m. and on February 23 from 10a.m. to 4p.m.

How to get there: Take the District and Circle Line to Mansion House and follow the tourist signs to Painters' Hall, in Little Trinity Lane alongside the Royal Bank of Canada.

### Navy News Telephone HOTLINES

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# The GANG PLANK Club

## CHAT PAD

**HAPPY** Leap Year month, and thank you for all your letters. Captain Plank loves reading them in these cold months.

All of our members received a Millennium Mug from Captain Plank and lots of you have written to say thank you. You never know, if you keep it safely, it might just become an antique of the future!

Emma Whitely, we think your handwriting is very neat and we loved your comments about our web site. We are all very proud of it here. If you'd like to join the Navy, watch our web site 'cos we're going to be having loads of info on jobs in the RN!

Well done Sarah Lockie on becoming an Aunt and hello to Carly Salter, thanks for your letter, keep writing. Victoria McQueen made Captain Plank very proud by choosing to talk about the Gang Plank Club at her school - thank you, Victoria. Finally a big hello or "OLA" to Emma Murray-Jones who lives in Spain.

You never know, Captain Plank could sail into Spanish waters very soon!

**SHIVER ME** timbers, it's fair nippy aboard me ship at the moment! I think I'll be telling that there navigator Herbert Higgins to head off for somewhere right warm for a few months.

Trouble with me is I've been yonder to every port in that there world and I find it right 'ard to choose me destinations now. I think ye Gang Plank members should have a little look at yer world maps and find a good few places for us to visit. But be smart about it - the crew are getting pretty scruffy and lazy and I be thinking they need a good old sea voyage to sort them out!



## Cookies for your heart's desire

## Feeling bored? Log on to us!

**FEELING** a bit bored? Finished your homework? Got permission to surf the net?

Then why not **LOG ON** to [www.navynews.co.uk](http://www.navynews.co.uk) - it's a great site for adults and an even better one for the not so grown up. Look out for Captain Plank's galleon and find out where the crew are off to next in Herbert Higgin's Log! There's also loads of competitions and great prizes - see you there! P.S. Don't forget to tell your friends they can join the Gang Plank Club here too!

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## GangPlank Members Win! Win! Win!

## "Draw & Colour a Ship of the Future"

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Closing date for entries  
**6th March 2000**

The competition is sponsored by KQFS - The Seafarers' Charity reg no. 226448  
The editors decision is final. Relatives and employees of Navy News are ineligible.

**VALENTINE'S DAY** will soon be here and if you have your eye (and heart) on someone then don't waste the opportunity to say what you feel - in cookies!

Bake up a batch of heart shaped cookies, put them in a bag decorated with all your 'love' messages and see if it does the trick!

- To bake the cookies you will need:
1. An adult's permission and their help with the hot stuff when you use the oven.
  2. 50g of caster sugar
  3. 100g of margarine
  4. 150g plain flour
  5. Flour for dusting
  6. A rolling pin
- For the icing
7. red food colouring
  8. 125g of icing sugar
  9. A few drops of warm water

icing sugar into a bowl, stirring in enough drops of warm water to make the icing nearly thin enough to spread but not too runny.

Add a few drops of red colouring and mix in well. Decorate the heart shapes with the icing, leave the icing to set and then put the cookies into a bag tied with a red ribbon.

You can make a bag by taking a clean sheet of white A4 paper, folding it in half and stapling or sticky taping the two short sides.

Punch a hole in the top and thread some ribbon through the hole.

Before you fill the bag with cookies you can write your special messages from the heart on the side of it.

Valentine cookies - a yummy way to tell someone you care!



It's not hard to guess who Susie had in mind when she baked her Valentine cookies!

## February birthdays



**GANG PLANK** members with birthdays this month are:

- Nicholas Herington, Jennifer Fox, Jonathan Rogers, Edward Goates, Adam Brown, Patrick Fry, Jonathon Scully, Matthew Bragg, Andrew Waterfield, Kieran Tobin, Lee Woolstan Holmes, Stacey Johnson, Charles Flint, Linzi Box, Ashley Smith, David Bell, Stuart Dilloway, Laura Wood, John Davison, Rachel Ould, William Arkesden, Robert Myers, Thomas Harding, Benjamin Davis, Callum Whittham, Victoria Smith, Connor Reid, Callum Dawes, Stuart Parrott, Alex Hamp, Matthew Tinker, Richard Jamieson, Linsie Benstead, Louise Worsley, Bethany Saunders, Nick Colchester, Michael Albray, Charlene Anderson, Joshua Rose, Danielle Blandford, Mathew Taylor, James Docherty, Thomas Bassett, Tom Milam, Thomas Kittedge-Barrall, Daniel Allford, Stuart Appleby, Jenny Armitage, Emily Martin, Ayodele Oluwaseun, Jack Moore, Michael Elliot, Shalme Cassidy, James Hunt, Nathan Peglar, Catherine Thackham, Jade Wilson, Dylan Jones, Mitchell Thompson, Oliver Friend, Lorna Davies, Francesca Kenyon, Ashleigh Whiteaway, Leann Potter, Chloe Perks, William Jones, Claire Legg, Kirsty Smith, Hannah Alsopp, Amy Paterson, Joseph Carvell, Liam Carvell, Mitchell Lambert, Scott Bailey, Andrew Gibbs, James Newman, Thomas Coole, Paul Rogers, Iain Laird, Abigail Harris, Jonathan Brown, Connor Allan, Heather Yarwood, Melissa Cable, Zoe Sivarajah, William Simpson, Danny Pigott, James Leggat, Chelsea Hellwell, Owen Farnes, Sam Burns, Samantha Bingley, Natalie Appleton, Vanessa Pullen, Stephen Whitfield, Steven Crucifix, Matthew Miller, Aaron Lincoln, Philippa Keeble, Danny Shepherd, Robert Laing, Andrew Hani, Sophie Alderson, Kathryn Argenti, Victoria Faray, Natalie Davies, Thomas William, Laura Scarborough, James Cox, Laura Haines, Neil Beth, Carl Martin, Michael Ritchie, Keane Challoner, Alexander Lang, James Brown, Caroline Stanley, Marcus Simms, Lewis Wilson, Luke Thackham, Ryan Bradley, Alex Price, Guy Temple, Laura Miller, Sam Woolley, Curtis Wilson, Andrew Bellsey and Jack Morris.



# Yippee! 2000 is a leap year!

THE YEAR 2000 is a LEAP YEAR. Do you know what that means? Well, if you were born on 29 February it means that this year you can celebrate your birthday properly!

A Leap Year occurs every four years, and in that special year we add a day on at the end of February so that it has 29 days and not 28. But why do we do this?

Jack has been finding out. He says it's a bit complicated but it's all to do with the length of time the Earth takes to orbit the Sun.

The Earth's orbit around the Sun affects the seasons on Earth and the seasons start to reoccur after roughly 365.2422 days, known as a Tropical Year.

When people started to use written calendars to track the numbers of days in a Tropical year they found that they had to add a day every four years to ensure that their written calendar years were as near as possible to the Tropical or seasonal year. But there's more to it, a Leap Year is only allowed on a century year such as 2000

if it can be divided by 400 -

"PHEW", says Jack "This is getting very complicated!!"

This was decided by the adoption of what is known as the Gregorian Calendar in 1752 in Britain, so the only century year to have a leap year since that time is this year, 2000 - a VERY SPECIAL YEAR!!

And if it's your birthday on 29 February have a very happy, special birthday!

## Jolly Jokes to make you chuckle...

What is a frog's favourite drink?

Croaka-Cola!

How do you make an apple puff?

Chase it round the garden a few times!

Why did the boy throw his watch out of a window in an exam?

To make time fly!

Why did the skeleton cross the road?

To get to the Body Shop!

Keep 'em coming Gang!



Early warning - don't forget Mother's Day!

MOTHERING Sunday is on April 2 this year so start preparing now to make that day a special one for the person who takes care of you all year round.

To make life just that little bit easier for you the crew have been searching out some lovely little gifts that you can give to your Mum. We will be telling you all about them on our March page.

But if you want to WIN a gift just perfect for your Mum then all you have to do is -

Write to Susie and tell her all about your Mum, or the person who cares for you.

The writers of the best letters will all receive a gift ready to give on that special day in April.

Don't forget to include your name, address and membership number when you write - Good Luck! The closing date for entries is March 20.

# Technocat checks out the weather

SINCE CHRISTMAS all the crew have had some real fun keeping up their weather stations. Do you remember we told you how to make a weather station in our Christmas Cracker special edition? Have you made yours yet?

Well, Technocat has become really interested in the weather and is keeping careful note of all the signs of nature which tell us what the weather is going to be like.

But you know Technocat, he can't just look at nature, he has to know what the World Wide Web has to offer too!

And, when he logged on, he was amazed at the number of "Weather" sites on the Internet! Some are written just for children and some are very, very technical - you have to be a real scientist to understand them!

If you have access to the Internet why not follow Technocat to some of the best sites. If you don't have a computer, don't worry there are some great books on weather and the study of the atmosphere and forecasting - its called Meteorology. Navy News Assistant Editor Mike Gray has also found some interesting stories about Meteorology (see page 17 of this issue.)

Interesting WEATHER web sites to "Paws" at!

<http://www.bbc.co.uk/weather>

<http://www.sutton.lines.sch.uk/weather>

<http://www.meto.gov.uk> - look at the Education and weather section for loads of information

<http://itu.rdg.ac.uk/rms> - this is the home page for the Royal Meteorological Society.

And here are some purr-fect Weather books!

☐ My First Book of Weather - Peter Patilla, Oxford University Press.

☐ About the Weather - Barbara Taylor, MacDonald Young Books.



☐ DK Explorers: Weather - J. Farndon, Dorling Kindersley Books.

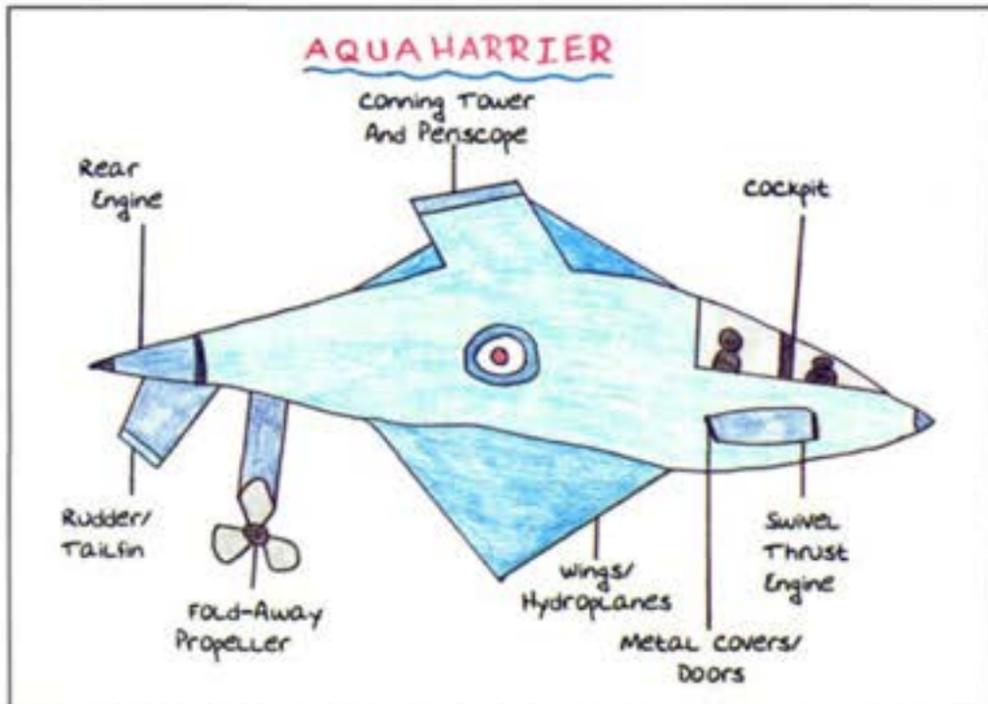
☐ Eyewitness Guides 28: Weather - Brian Cosgrove, Dorling Kindersley Books.

## Who were the lucky winners?

THE TWO winners of our Starlight Express competition were Mark Crook and Patrick Fry.

Winners of the three family tickets to see 'Peter Pan' were Lewis Wilson, Jennifer Fox and Robert Myers.

Family tickets to 'Legoland' were won by six more Gang Plank members, Zak Harper, Paul Kitchin, Holly West, Heather Bell, Bradley Harthill and Thomas Marrant. Well done to all of you.



● THE SHAPE OF THINGS TO COME? This futuristic craft, called the Aquaharrier, was designed by Gang Plank Club member Jenny Leggott, aged 12. It's a jump jet that can hover above the water before transforming itself into a submarine and taking the plunge!

## What will the world be like in 2099?

WE HAVE just left one century, in fact one whole millennium, but what do you think the world will be like in the next 99 - that's 2099?

Will we still be driving cars? Will there be computers? Will the internet rule the world? Will there be peace and will everyone, everywhere have enough to eat? What do you think?

The crew want to hear from you, it can be a serious look into the future or a funny one. What about a poem about the future, or even the lyrics for a song? Write to us soon - and the best letter will be featured in our next special edition!

**The GANG PLANK Club**

Please enroll me as a member of The Gang Plank Club. I enclose a PO/cheque (payable to Navy News) for £3.25

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Address .....

Postcode .....

D.O.B. .... Tel No .....

Joined by: Parent  Grandparent  Other

Do you have any: Brothers  Sisters  Ages

Special interests: Sport  Music  Film/TV

Friends  Reading

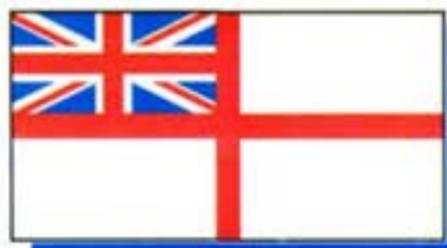
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We will also accept payment by:- Visa, Delta, Access, Mastercard or Switch on orders of £5.00 or more



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The 'GangPlank Club' is sponsored by The Gosling Foundation



## Drafty: Fleet Air Arm, Regulating and PT



# Thinking of branching out?

**T**HIS MONTH we take a look at some of the issues occupying staff at D3, the department which deals with drafting matters for the Fleet Air Arm, Physical Training and Regulating branches.

The Department tries hard to give as much drafting notice as possible and will normally let personnel know about a front-line draft at least a year in advance. This gives staff the chance to plan their professional and domestic arrangements and gives the drafting desks greater opportunity to identify billets which may be difficult to fill.

The system works well in the majority of cases but sometimes people in front line billets, who have a relief nominated, enquire about their next draft a year before it is due.

The dynamics of drafting mean that planning for the shore plot lags behind by as much as two staged reliefs, and for this reason D3 cannot give immediate, detailed drafting advice to those being relieved.

To ensure a positive response it is better to leave enquiries until approximately 6 months prior to your relief joining.

Another area the department is keen to highlight is the importance of the Drafting Preference Form (DPF). Contrary to popular belief, the Naval Drafting Directorate does not have a crystal ball and only knows information about an individual when it is provided on a DPF or C240.

It is the individual's responsibility to keep the information these forms provide up to date and in doing so they ensure that they do not get a non-preference draft as a direct result of NDD having the wrong information. (You may receive a non-preference draft for other reasons!)

Changes in personal circumstances and preferences do occur, so staff should make sure that they keep their drafting desk informed.

A warning to anyone that still has Portland as a first preference, beware, because NDD cannot just assume that Yeovilton is your next preference.

A manpower surplus of Air Engineering Mechanics is also occupying D3. The surplus of AEMs may appear to be an NDD utopia but it has to be managed and shared equitably. Recent drafting activity has aimed at

achieving a balance between Culdrose and Yeovilton and this has resulted in the migration of some non-preference AEMs to the Lizard peninsula.

Due to the large number of AEMs awaiting their first sea draft it has been necessary to reduce the length of front line drafts and also turn down applications to extend as this would slow down the process even more.

**D3 is also looking for people who want to be Aircraft Controllers (ACs) and become closely involved with the operational side of Naval aviation. Ashore, ACs are employed to control military and civil aircraft and at sea they provide tactical control of fixed and rotary wing aircraft in a multi-threat environment.**

The AC branch is open to Able and Leading Rates of other branches by sideways entry. Volunteers attend a grading course at Yeovilton which comprises two days instruction and two days in the simulator and if you have the aptitude you are told there and then.

Selection for training normally follows shortly afterwards provided the necessary manning clearance has been received from NMA Gosport. The School of Aircraft Control at Yeovilton (Ext 6533) can provide detailed information. Volunteers should request through their Divisional Officer in the usual manner.

The Regulating Branch is also open again and looking for potential Leading Regulators. It is a sideways entry branch open to male and female Able and Leading rates. Two courses of 12 are planned for 2000



"I wanted something different - but not THAT ruddy different!"

in May and October so anyone who wants to become a Service Policeman should ask their Divisional Officer to obtain manning clearance.

Personnel transferring to the Aircrewman Branch should be aware of delays which will affect them.

The introduction of the Merlin aircraft will result in aircrewman training being transferred to the Merlin Training Squadron at Culdrose from June next year and the last Sea King based course will be run in Mar.

This means that new volunteers for the branch should expect a lengthy wait after grading before being selected for training.

NDD is often asked if there are any 'different jobs' by people who want a break from the normal areas of employment. Listed below are some billets that need to be filled in 2000 and 2001:

A POPT for JSMT(1) at Anglesey, North Wales, a CPOAEA(L) for SSA Bristol at Abbey Wood, Bristol, a LPT for the Defence Medical Training Centre at

Aldershot, Hants, a female POAEM(M), CPOPT, LPT and NA(AH) for DNR Presentation Team, Birmingham and a CPOAEA(L) for DERA at Boscombe Down, Wiltshire.

A LPT is needed at JSCSC in Bracknell, Berks, a LA(AH) for JATE at Brize Norton, Oxon, a POAEM(R) for DISC at Chicksands, Bedfordshire, a CPOAEA(R) for DNAS Wyton, Huntingdon, Cambs and a CPOAEA(R) and CPOAEA(M) for Harrier IPT at Huntingdon, Cambs.

A POAEM(M) is also required for an exchange with the Army at Ipswich, Suffolk, as well as a CPOPT for 2SLCNH FOTR in London, a POPT for an exchange with the RAF at Oxford, Oxon, a CPOAEA(M) for FONA at Portsmouth, Hants, a CPOAEA(L) for FONA at Rosyth, Fife, a CAEM(R) for Def NBC Centre at Salisbury, Wilts and a POAEM(M) and POA(AH) for HMS Raleigh at Torpoint, Cornwall.

Anyone interested in the above should submit a C240.

## Situations vacant

**VOLUNTEERS** are needed for the following:

NA(AH) for DNR. A shore billet in London. Ethnic Minorities Recruiting. Required October for 18-24 months.

CPOAE(L) for Defence Evaluation & Research Agency (DERA). A shore billet at Boscombe Down, conduct of EMC Trials & Systems Safety Assessment (Rotary Wing) required June for 30 months.

POAEA(L) for Directorate of Naval Aviation Support (Mobile Aircraft Support Unit) (DNAS MASU) a shore billet at Gosport, Seaking Project Team, required March for two years.

LWREN (Any) for HMS Excellent. A shore billet at Portsmouth. Fireground Party - Female Safety Number. Required April for a year.

AB (Any) for BRNC Dartmouth. A shore billet at Dartmouth, Devon, required March for six to 12 months.

LMEM(M) HMS Illustrious. A sea-going billet based in Portsmouth, required August for 30 months.

LMEM(M) for HMS Cardiff. A sea-billet in a Portsmouth-based Type 42 required August for 30 months.

LMEM(M) and MEM1 (MEM Operator Certificate Billet) for HMS Ark Royal. Shore/sea billets in Portsmouth-based CVS, refitting in Rosyth, both required August for 30 months.

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● **SURF'S UP:** The heavy surf encountered during Exercise Bright Star off the coast of Egypt provided an excellent training opportunity for 539 Assault Squadron!

# Squadron goes from strength to strength

**L**ANDING SHIPS give amphibious commanders an immense capability to get men and equipment ashore.

But operations on rocky coastlines, rivers, inlets or anywhere else with a water flank can leave them exposed and the ability to hit the beach and overcome resistance rapidly can mean the difference between life and death.

Some harsh lessons were learned during the Falklands War and the conflict gave birth to a new squadron of Royal Marines to support Britain's 6,000-strong 3 Commando Brigade.

539 Assault Squadron, commissioned in 1984, takes its name from the Assault Flotilla which served with distinction during the Normandy Landings of WWII.

Since its formation, task group commanders have not needed to rely wholly on amphibious ships for landing craft support, and they have a degree of flexibility which has proven its worth in operations and exercises all over the world ever since.

With a variety of vessels, ranging from rigid raiders to 90-foot landing craft capable of carrying the heaviest combat loads or 100 fully-armed men, 539 ASRM can play a central role in almost any Brigade-level ship to objective manoeuvre.

Although the mainstay of the Squadron is the same Mark 4 landing craft used by the larger landing ships, specialist craft such as their four light hovercraft enable them to operate in the shallowest waters.

And when 3 Commando Brigade deploys from the sea, 539 Assault Squadron can be called on for a whole range of requirements, from the insertion of tactical reconnaissance teams, raiding and assault landing right through to command and control and logistical tasks.

They are able to deploy in theatre as a whole unit, or operate in individual boat groups, whichever is best suited to the mission.

Although 539 normally operates from an LSL of the 'Sir' class, they have also used other platforms such as HMS Fearless, where they can be launched from the upper decks by crane and kept supplied by the (predominantly RN) Support Troop.

Their forward operating base (FOB) can be anywhere with undisturbed access to the water and would normally be a slipway or jetty.

But during Exercise Northern Approaches in Turkey last year their FOB was a cliff face!

As 3 Commando Brigade is a component of the Joint Rapid Reaction Force (JRRF) it is required to keep a boat group ready for action, and when trouble flares up around the world, 539 ASRM can also be deployed rapidly by air.

In the last few years they have flown in to hotspots such as the Congo, Albania and Sierra Leone, and to disaster-struck regions of Central America.

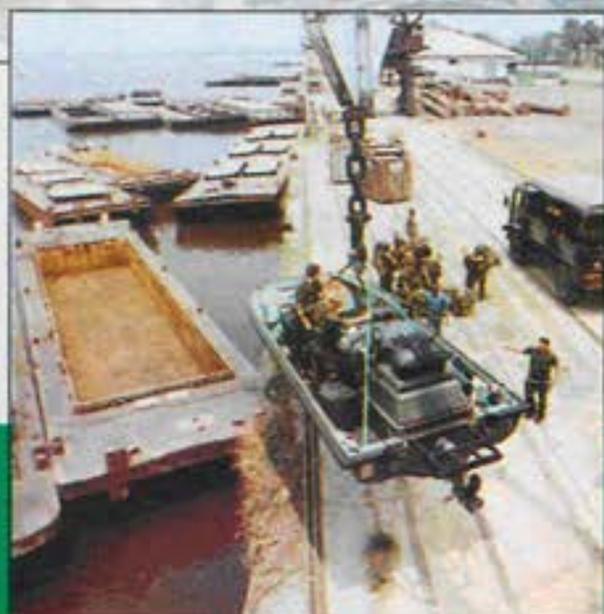
When not on operations, 539 deploys with 3 Commando Brigade for winter training in Norway and in warmer climates such as the Caribbean and the Mediterranean to ensure they can work anywhere, from tropical rain forests to the desert conditions.

This year the Squadron parts company with its larger Landing Craft Utility (LCUs) but their ability to operate from a sea base will be further developed during two major overseas deployments.

The squadron, based at RM Turnchapel in Plymouth, has a significant RN staff who take part in all aspects of brigade life, from military training, PT and endurance training.

They're sought-after billets, so if you're interested you should contact Drafty as soon as possible!

● **CONGO:** Rigid Raiders from 539 Assault Squadron Royal Marines are unloaded at Brazzaville in the Congo during Operation Ladbroke in 1998. In recent years they have flown out to hotspots such as Sierra Leone and Albania, and have helped with disaster relief in Central America.



● **NO BOTHER:** One of 539 Assault Squadron's new hovercraft, designated Landing Craft Air Cushion (Light) or LCAC(L) for short, has no difficulty with the arid conditions ashore during last summer's Exercise Bright Star in the Egyptian desert.

## Navy News LeisureWear



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## Moneywise



Navy News introduces the first of a regular, new column to help our readers through an increasingly complex jungle of finance. In association with Warrior Group, Naafi Financial Services, we will give advice and tips, much of which will be tailored to the needs of members of the Armed Forces

**W**ITH the festive season and January sales now behind us, it's time for that reality check.

Did we really spend that much? It's so easy to lose track of your financial affairs over this period and to let slip those New Year resolutions to sort them out. So here are a few do's and don'ts:

**Read** your credit card statements carefully, and ensure that you are making at least the minimum payment. You should try to pay as much as you can, but at least pay the minimum.

**If you are overdrawn** at the

# Don't let new-year blues get you into the red

bank, and your direct debit or standing order is returned to you unpaid, always contact your creditor immediately to make up the arrears which you may have created. Very often this could save you a service charge from your creditor and also assures them that you are a responsible borrower.

**Keep receipts** and check them against your bank statements and credit card statements to ensure the correct amounts have been debited or credited to your account.

**If you are serving** and are

being drafted or appointed away, you should ideally contact your lender and give them permission for your partner to deal with the account, if that is not already the case.

**Don't bury your head in the sand**, hoping your problems will go away - they never do on their own. If you need to sort out your finances and improve your cash-flow, contact your creditors to see how they may be able to help.

**Don't increase borrowing** before your current loans are up to date.

**Be wary** of advertisements from companies claiming they can clear your debts. If you do need to sort out your finances and improve your cash flow, contact your creditors to see how they may be able to help you.

Now, look out for future articles from Warrior on such subjects as:

**Obtaining finance.**  
**Understanding financial jargon.**  
**Young person's guide.**

**Families and finance.**  
**What to do when things go wrong.**

**Implications of Queen's Regulations.**

**The new Civil Court Justice system.**

**Claims and defences.**  
**Use of insolvency practitioners.**

**Where to go for advice.**  
**Data Protection Act.**

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Car finance is provided through Warrior's subsidiary, Armed Services Finance (ASF).

For further information on Warrior products and services, phone 0800 21 22 23 24.

## House price rise set to go on

HOUSE prices are likely to continue to rise this year, according to Britain's biggest lender, the Halifax.

Prices rose by more than 13 per cent last year, with December being one of the most buoyant on

record with rises of 2.6 per cent, say the Halifax.

Now, experts are predicting that prices will continue to rise for a few months, with increases of ten per cent again this year, with some of the biggest rises in the South.

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for readers of Navy News

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£12,000	Monthly	£1,187.93	£458.28	£259.82	8.9%
	Total	£14,255.14	£16,498.06	£21,824.74	
£7,000	Monthly	£719.76	£282.48	£165.18	10.9%
	Total	£8,637.34	£10,149.32	£13,814.19	
£3,000	Monthly	£482.12	£190.76	£113.17	11.9%
	Total	£5,785.37	£6,867.27	£9,526.37	

Without Repayment Protection. For guide purposes only. Actual payments may differ by a few pence.

LOAN		1 year	3 years	7 years	FIXED APR
£12,000	Monthly	£1,101.74	£406.02	£210.44	10.9%
	Total	£13,220.88	£14,616.65	£17,676.22	
£7,000	Monthly	£667.25	£250.01	£133.28	12.9%
	Total	£8,006.99	£9,000.17	£11,203.85	
£3,000	Monthly	£449.02	£170.90	£93.49	14.9%
	Total	£5,388.17	£6,152.26	£7,870.50	

For an instant decision or further details

Simply ring Freephone

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please quote ref. '791/503'  
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This advertisement replaces any previous advertisements for readers of Navy News for Direct Personal Loans from The Co-operative Bank p.Lc.

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\*We regret that this offer is only available to U.K. residents.\*

Typical Example: If you wish to borrow £3,000 over 60 months with repayment protection, the monthly repayment will be £92.51. Total repayment over the term of the loan: £4,350.60 at an APR of 12.9%. The monthly repayment without repayment protection will be £71.19. Total repayment over the term of the loan: £4,271.40 at an APR of 15.9%. \*Refers to loans taken out with the option of repayment protection and for £12,000 and over. Written quotations available on request. Rates correct at time of printing (25/01/00). All loans subject to status and are available to persons aged from 18 years up to their 70th birthday. The Bank reserves the right to decline any application. The Bank may record telephone calls between you and the Bank for security and/or training purposes. Registered Office: The Co-operative Bank p.Lc., 1 Balloon Street, Manchester M4 6EP. Registered number: 99017

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For example, take out a £1000 loan with payment protection and a repayment holiday. Don't repay a penny for 60 days then make one initial repayment of £135.18, followed by 10 payments of just £115.18, then make one final payment of £90.15. Total amount payable £1,377.08, at 18.4% APR.

Or take out a £10,000 loan with payment protection and a repayment holiday. Don't repay a penny for 60 days then make one initial repayment of £459.92, followed by 58 payments of £259.92 then make one final payment of £206.58. Total amount payable £15,741.78, at 9.7% APR.

\*Only serving members of the British Armed Forces aged 18 and over are eligible. Written quotations available on request. For your security calls may be recorded. Rates correct at time of printing. Typical APR 18.4%. \*\*Loans over £1,500 are subject to status. We reserve the right to decline any application. 1st payment includes 2% admin fee. £25 charge for advance by bank transfer.

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## Kia offers a lot of car for the money

**N**ever before have car makers come under such close scrutiny over their UK pricing, and sales have been hard hit as a result – but one of the first to capitalise with incredible value is Kia.

Little-known even four years ago, and then for its re-badged, old-style Mazda 121, Kia started coming to prominence with its Sportage 4x4 model, one of the first sports utility breed.

Last summer it revised its full five-model line-up and made the commitment to making its UK prices some of the best in Europe.

A prime example is its new multi-purpose vehicle (MPV), the Sedona.

This is a fresh and efficient-looking full seven-seater with dual sliding rear doors. It is bigger than a Renault Grand Espace but smaller than a Chrysler Voyager – yet it costs from less than £14,000, with an entry-level price more on a par with five-seater mini-MPVs.

Not only is it roomy, with ingenious design features, it is also quite a mover despite its size, with the choice of either a 2.5-litre 24-valve quad cam V6 petrol engine producing 162bhp, or the largest and most powerful turbo-diesel offered in an MPV – a 2.9-litre 16-valve 125bhp unit.

The entry models have five-



● The Kia Sedona – a fresh-looking and powerful new seven-seater costing from less than £14,000.

speed manual transmission, with the lever mounted just six inches from the steering wheel in a stubby centre console leaving uncluttered floor space in a walk-through format.

For £850 more you can opt for four-speed electronic automatic transmission on either petrol or diesel models, with minimal impact on fuel economy so that the diesel version averages more than 30mpg for a range of over 500 miles.

All the models have an impressive specification, with two bucket seats in the front with two rotating bucket seats behind, handy for those of limited mobility – these four front seats all having folding armrests – and three-seat bench at the back.

As on the Renault Grand Espace, the centre and rear seats slide in runners under the floor for a clear load bay and maximum versatility, and also recline or fold so

that you can create a huge double bed.

The driver's seat has eight-way adjustment, and on the £17,845 GSX version of the diesel automatic tested this is electrically-operated, plus air cushion lumbar adjustment.

Even the base 'S' models have power steering, dual airbags, electric mirrors and front windows, opening rear quarter windows, central locking, rear wash/wipe, roof rails, body-colour bumpers, six-speaker stereo, heater fans for the front and rear screens, and RDS stereo radio/cassette with electric aerial.

Those essentials for every MPV, cup holders, abound on the Sedona with no fewer than 11. There are plenty of stowage bins, and thoughtful touches like a fire extinguisher holder, retractable coat hooks, and a holder for sunglasses above the mirror.

From the 'SX' models up, the specification includes anti-lock brakes, air conditioning, and alloy

wheels with locking nuts.

On the GSX you also gain an electric sunroof, electric operation of the rear quarter windows and remote central locking.

Or for £18,495 you can go the whole hog and have the Executive model with leather upholstery, matching steering wheel and integrated CD player – compare that with an entry-level Galaxy!

Yes, Kia are offering a lot of car for the money, a well-finished machine which rides and handles well and yet, despite its size, has a modest thirst.

At a time of price wars, it's well worth closer scrutiny.

## Cashing in on row over price

IT'S A buyer's market in the motor trade right now – if you know where to look.

Officially registrations in 1999 were the fourth-highest on record, but most manufacturers had a tough time with December sales down by 12 per cent on 1998 overall, and Rover's sales down 25 per cent for the year.

The headline factor has been concern over the pricing of new cars in Britain, and expectations that costs will be slashed.

Key mover has been Mitsubishi, with the Colt hatchback priced from less than £8,000 rather than nearly £11,000. Other moves have included "special editions".

But other factors have affected the market, such as production date having more relevance than registration prefix in the eve of 2000 period.

There has also been massaging of figures with some makers pre-registering cars to offer them as bargain ex-demonstrators. That and reduced new car prices have also savaged secondhand values.

Overall Ford topped the sales charts with the new Focus. Vauxhall took the next three with the Astra, Corsa and Vectra, before Ford came back in with the Mondeo in sixth spot.

Renault's Megane and Clio were seventh and eighth, followed by the VW Golf at number nine and the Peugeot 206 tenth.

● The New Beetle – £1,000 less than predicted.



## Beetle comes in with a bonus

RIGHT-HAND drive versions of the New Beetle have begun arriving in the UK, to sell at £14,950 on the road – more than £1,000 less than predicted and with the same high level of equipment.

The news will be welcomed by some 3,000 Volkswagen customers who rushed to place deposits on the initial consignment many months ago.

Good news, too, for those who haven't yet placed an order is that the UK allocation has been increased from 5,000 to 8,000 this year.

The New Beetle, first imported in left-hand-drive format to

meet public demand, has a front-mounted 2-litre 115bhp petrol engine as fitted to the Golf GTI driving the front wheels, and with a comprehensive standard equipment list.

This includes anti-lock brakes, driver and front passenger airbags, front seat-mounted side airbags, electric front windows and door mirrors, air conditioning, 16in alloy wheels, remote central locking, and the ubiquitous bud vase on the dashboard as found on the early rear-wheel drive original Beetle.

The cars are backed by VW's three-year unlimited mileage warranty and 12-year guarantee against rust-through.

### CAR FACTS

**MODEL:** Kia Sedona GSX TD auto.  
**BODYSTYLE:** Seven-seat, multi-purpose vehicle  
**PRICE on road:** £17,845.  
**ENGINE:** 2.9-litre intercooled direct injection turbo diesel producing 125bhp.  
**TRANSMISSION:** Four-speed

electronic automatic with economy and power modes.  
**PERFORMANCE:** 0-62mph in 19secs; top speed 104mph.  
**ECONOMY:** extra urban – 39.2mpg; combined – 31mpg.  
**WARRANTY:** Three years or 60,000 miles, six-years anti-corrosion.

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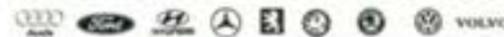


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# NoticeBoard



## New Year Honours

NAVAL recipients of awards who were named in the Queen's New Year Honours List.

**KCB** - Vice Admiral Paul Kenneth Haddock, Vice Admiral Alan William John West DSC.

**CB** - Rear Admiral Andrew Bankes Gough.

**CBE** - Commodore John Rowland Harce ADC, Capt Robert Milligan Turner, Capt Keith Watkinson.

**OBE** - Cdr James Howard Broadbent, Cdr Herbert David Hume Elkington RNR (CCF), Cdr Nicholas Richard Edmund Hamon, Cdr David James Lye, Capt Andrew Lennox McFarlane, A/Capt John Edward Vicary Madgwick, A/Cdr Keith Sajir Manchanda MBE, Cdr Robert Benjamin Stone, Lt Col Christopher Ralph Scott RM.

**MBE** - Lt Cdr John Wilson Barker, Lt Cdr Nicholas John Britton, WO(S) David Charles Brothwood, Lt Cdr Richard Alister

Cunningham, WO(MAA) Michael Frederick Cahill, Lt Cdr Andrew James Course, Maj Robert Terence Cooper RM, CPO(MEM) Leslie Simon Collier, Lt Cdr Jeremy Stephen Foster, Lt Cdr David William Giles, CPOPT Kevin Hall, PO(SEA) James Andrew Timothy Hollowes, Lt Cdr Timothy Charles Hodgson, WO(R) Martin Jan Hubbard, Lt Cdr Owen Jarrett, CPO(CT) Ian Johnston RFA, WO(CY) Graham Frank Lloyd, Lt Cdr Stanley Alan Lowe, C/Sgt Paul Miller RM, Lt Cdr Andrew McKie, Lt Cdr Ian Vernon Munday, CPOWEA Robert Stephen Newbit, CPO(ME) John Manwood Neilly, WO(R) Paul Richard Albert Phillips, Maj Matthew Edward Foster RM, Cpl Jeremy Matthew Francis Roberts RM, Band C/Sgt David Sharp RM, Lt Cdr Philip Andrew George Shaw, Lt Cdr Stephen Alan Christopher Shipman, Lt Cdr Eric Patrick Bartholomew Sneyd, Lt Cdr Anthony Graham Whetton, Lt Cdr Andrew Watt WIL.

**QVRM** - WO Francis Patrick McKenna RMR.

**RFD** - Cdr Jane Mary Morley RD, OAR(RN)(R).

## Balkan campaign Honours

HONOURS acknowledging the dedication and commitment of British Service personnel involved in operations in Kosovo and Macedonia have been announced by the Ministry of Defence.

Naval recipients are:

**CB** - Rear Admiral Simon Moore.

**OBE** - Cdr Richard John Demetrius Barker, Cdr The Hon Michael Charles

Nicholas Cochrane, Cdr Thomas Ross Herman.

**MBE** - Local Maj Nicholas Mark Kamwood Anthony RM, POCA Lee Richard Goldhill, A/Lt Kevin Johnson, LOM(SM) Andrew John Newey, Lt Cdr Martin Robert Skeer.

**OCVS** - CPO(AH) Stephen John Gulliver, A/Lt Cdr David Leslie Hewitt, Cdr David George Steel.

## Appointments

Rear Admiral M. G. Wood to be Director General Defence Logistics (Operations and Business Development) May.

The Ven S. J. Golding to be Chaplain of the Fleet, May 31.

Commodore C. R. Style to be CO HMS Illustrious, May 23.

Capt M. Stanhope to be promoted Rear Admiral and to be Director Operational Management in succession to Rear Admiral R. A. G. Clare who will join the retired list at his own request on Sept. 29.

Lt Cdr C. R. Fulton to be CO HMS Chiddingfold, May 29.

Lt Cdr A. S. Barber to be CO HMS Alderney, March 28.

## Promotions to Chief

AUTHORITY was issued by Commodore Naval drafting in January for the following to be advanced:

To CCAEA(M) - P.J. Edwards (DNAS Yeovilton).

To CCAEA(R) - R.H. Shingless-Smith (DNAS MASU), F.M.W. Ware (820 Sqn.).

To CCT - C. Lewis (Bathurst).

To CMEA - N.P. Cooper (Triumph), S.A. Ruskin-Tomkins (Sovereign), R.S. Austin (Sovereign), P.C.H. Howell (Victorious Port), S.D. Jones (Vigilant Sbd.).

To CCWEA - K.M. Hughes (CFM Portsmouth), R. Isherwood (FOSM N'Wood Ops.), S.P. Brown (Collingwood), J.D. Holt (Vigilant Sbd.), L.A. Winfield (Vigilant Sbd.), S.P. O'Connor (CSST Shore Fastlane), D.P. O'Connor (Neptune NT), D.N. Cliff (Drake CFM), K.A. Hartley (Vengeance Port), C.R. Higginson (SSA Bath), T.G. Fry (BRNC Dartmouth), N.P. Schotfield (Neptune NT), R. Morrison (FOSM Fastlane).

OPERATIONS (SEAMAN) To CPO(EW)03 - J.M. Clark (CndFleet

EW SGP), M.R. Kroya (Coventry).

To CPO(M) - P.B. Collins (Dryad).

To CPO(R) - G.M. Andrews (Manchester), S.P. Hayman (Dryad), T.P. Rowley (Agrappa NavSouth).

To CPO(SEA) - L.D. Smith (Raleigh), N.J. Hillman (Grafton).

To CPO(SR) - C.A. MacPherson (Caledonia CFS).

OPERATIONS (COMMS) To CPORS - D.W. Woodhouse (Iron Duke), K.R. Lee (RN Gibraltar), S.E. Laitzman (RN Gibraltar), J. Rows (Elant/NavNorth), A. Yull (York).

To CPOCY - C.S. Pinder (Elant/NavNorth).

REGULATING To MAA - G.C. Radford (Edinburgh), A. Day (Glasgow), G.J. McDiarmid (Cambridge), M.C. Youngman (Leeds Castle), J.S. Harrah (RDMC Blockhouse), M.C. Waplington (814 Sqn), I.N. Lister (Wilson), R.C. Tate (2SL/CNH).

MARINE ENGINEERING To CPO(ME/L) - A.M. Adams (JSU Northwood), D.R. Allen (ACDS/Cps).

To CPO(ME/M) - R.W. Smith (Drake CFM), C.J.E. Brunel (Raleigh), W.C. Miles (Fearless), N. Price (JSU Northwood), D.P. Smith (Illustrious), D.T. Keating (JSU Northwood), K. Hewson (CFM Portsmouth).

SUPPLY AND SECRETARIAT To CPOFS - D.Y. McConville-Holgate (Drake CBP/CAH).

To CPOSA - G. Houghton (Exeter), B.D. Hastings (Newcastle), R.J. McDonald (Herald), R.N. Kemp (Seagull), S.D. Legge (Cardiff).

MEDICAL AND DENTAL To CPOWDA - D.P. Reed (Nelson).

To CPOMA - J.J. Little (Manchester), D.S. Parker (UKSU AFSouth), D. McGarry (Drake CBS).

To CPONN - B.M. McCarthy (MOCHU Denford), D.A. Stone (RDMC Blockhouse), K.F. Jones (RH/Hastler).

FLEET AIR ARM (ENGINEERING) To CPOAEM(L) - F.M. Hutchinson (845 Sqn), G. Reed (814 Sqn).

To CPOAEM(M) - C. McDonald (810 Sqn. Seahawk), D.G. Cumming (RNAS Yeovilton), J. Way (814 Sqn).

To CPOAEM(R) - R. James (848 Sqn. Heron), S.D. Phillips (RNAS Culdrose), N.M. Probert (849 Sqn. AFX).

FLEET AIR ARM (NON ENGINEERING) To CPOAC - S. Spurgeon (Capt, DS Sea).

To CPO(AH) - A.J. Owens (RNAS

NAVY NEWS looks back through its pages to recall some of the February headlines of past decades...

## THE TIME OF YOUR LIVES

### 40 years ago

THE NAVY League considered that Royal Navy strength should be doubled. At a League meeting, Admiral Sir Geoffrey Layton said the Navy's strength was inadequate to meet Britain's responsibilities.

HMS Ceylon was in Portsmouth to prepare for her transfer to the Peruvian Navy. During her last commission she had returned from the Far East via Hong Kong, the Philippines, Indonesia, Penang, Singapore, and Karachi.

### 30 years ago

THE SEA Cadet Corps was to have its own, 80-ton training brig - TS Royalist. Half of the £50,000 cost was to be raised by the Corps and half provided by the Ministry of Defence.

Concerns over the future of HMS Condor was eased by the news that 45 Cdo RM - which had become Britain's first specialist unit to be fully equipped and trained in mountain and Arctic warfare - was to be based at RN air station Arbroath when Condor closed in 1971.



TS Royalist - plans announced in 1970.

### 20 years ago

WELFARE funds of ships and establishments were to receive £43,000 extra to offset some of the ravages of inflation. The General Welfare Grant had remained at £27,000 for more than 20 years, and would now stand at £70,000 with regular reviews being made.

## Points

The following shows the total points of the men and women at the top of each advancement roster for petty officer and leading rate in January after issue of B13s.

Intermediate (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in basic date order. Dates shown against Int rosters are the basic dates of the top eligible personnel. The number following the points (or basic date) is the number advanced in January.

CCMEAML - Dry, Nil; CCMEAL - Dry, Nil; CCMEALSM - Int (15.12.99); 5; CCMEALSM Dry 4; CCWEAADC - Int (10.12.99); 3; CCWEAWDO - Int (26.3.99); Nil; CCWEAADCSM Dry 2; CCWEAWDOSH Dry 6; CCWEASWNAVSM Dry 1; CCWEASWSTECSM Dry 1; CCWEASW - Int (1.9.99); 1; CCWEAR - Dry 2; CCWEAWL - 292 (1.9.99); Nil.

POEW(O) - Int (7.4.97); Nil; LSEW - Dry, Nil; POIM - Int (17.2.98); 4; LSM - Int (14.10.97); 1; POIR - 208 (16.1.98); 6; LSR - Int (13.10.98); 3; POIS - Int (17.3.98); Nil; LSP - Dry 1; POID - 259 (14.3.95); 1; LSO - 734 (16.2.93); Nil; POMW(O) - Int (4.5.99); Nil; LSNW - Int (17.11.98); Nil; POSSR - 149 (11.8.98); Nil; LSR - Int (17.2.98); 1; POSEA - 394 (15.11.94); 1; POCT - Dry, Nil; POCO - 453 (8.2.94); 1.

LRO - Dry 3; POPT - 559 (12.10.93); Nil; RPO - 832 (8.7.93); 2; POMELVGS - Int (12.10.99); 3; LMEMLVGS - Int (20.11.98); 3; POMEMVGS - Int (3.7.98); 8; LMEMVGS - Int (8.5.97); 2; LWEM(O) - 150 (8.11.96); 4; POWEMR(O) - Int (4.3.97); 5; LWEMR(O) - 303 (23.3.95); 5; POCAVGS - 385 (16.2.95); Nil; LCHGS - 381 (8.2.95); 10.

POA(WW) - Int (25.11.98); Nil; LOM(AWW) - Int (13.4.99); Nil; PO(AW) - Int (16.11.98); Nil; LOM(AW) - Int (11.3.99); Nil; PO(UW) - Int (5.1.99); Nil; LOM(UW) - Int (8.12.98); Nil; PO(EW) - Int (5.9.98); Nil; LOM(EW) - Int (4.5.99); Nil; POMW - Int (18.3.99); Nil; LOM(W) - Int (3.1.99); Nil; PO(C) - Int (8.1.99); Nil; LOM(C) - Int (5.1.99); Nil; POSSM - Int (2.4.98); 1; LOM(SSM) - Int (25.11.97); Nil; PO(TSM) - Int (21.9.97); Nil; LOM(TSM) - Int (22.4.97); Nil; PO(SM) - Int (30.5.98); Nil; LOM(SM) - Int (6.8.99); 1; PO(WSM) - Int (5.5.98); Nil; LOM(WSM) - 564 (18.4.94); Nil.

POW(L) - Dry, Nil; POWRS - 688 (13.10.92); Nil; LWRO - Dry, Nil; POWPT - Dry, Nil; RPOW - Dry, Nil; POWCA - Dry, Nil; LWCH - Dry, Nil; POWSD - Dry, Nil; LWSTD - 309 (19.10.99); Nil; POWSA - Dry, Nil; LWSA - Dry, Nil; POWTR - Dry, Nil; LWYTR - 89 (10.4.97); 1; POWTR(G) - Dry, Nil; POWMETOC - Dry, Nil; LW(METOC) - Dry, Nil; POW(PHOT) - Dry, Nil; POWAEM(M) - Dry, Nil; LW(AEM) - Dry, Nil; POWAEM(R) - Dry, Nil; LW(AEMR) - Dry, Nil; POWAEM(L) - Dry, Nil; LW(AEM(L)) - Dry, Nil; POWETS - 673 (3.9.92); Nil; LWETS - 423 (3.11.94); 3; LWTEL - Dry, Nil; POWWA - 591 (21.7.93); Nil.

LWVA - Dry 2; POWHYG - Int (8.11.99); Nil; POWDSA - Int (17.11.97); Nil; LWDSA - Int (8.12.97); Nil; POEN(G) - Dry, Nil; LENIG - Dry, Nil; POAN - Int (4.5.98); Nil; POMA(Q) - Dry, Nil; LMA(Q) - Dry, Nil.

PO(AWW) - Int (25.11.98); Nil; LOM(AWW) - Int (13.4.99); Nil; PO(AW) - Int (16.11.98); Nil; LOM(AW) - Int (11.3.99); Nil; PO(UW) - Int (5.1.99); Nil; LOM(UW) - Int (8.12.98); Nil; PO(EW) - Int (5.9.98); Nil; LOM(EW) - Int (4.5.99); Nil; POMW - Int (18.3.99); Nil; LOM(W) - Int (3.1.99); Nil; PO(C) - Int (8.1.99); Nil; LOM(C) - Int (5.1.99); Nil; POSSM - Int (2.4.98); 1; LOM(SSM) - Int (25.11.97); Nil; PO(TSM) - Int (21.9.97); Nil; LOM(TSM) - Int (22.4.97); Nil; PO(SM) - Int (30.5.98); Nil; LOM(SM) - Int (6.8.99); 1; PO(WSM) - Int (5.5.98); Nil; LOM(WSM) - 564 (18.4.94); Nil.

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LWVA - Dry 2; POWHYG - Int (8.11.99); Nil; POWDSA - Int (17.11.97); Nil; LWDSA - Int (8.12.97); Nil; POEN(G) - Dry, Nil; LENIG - Dry, Nil; POAN - Int (4.5.98); Nil; POMA(Q) - Dry, Nil; LMA(Q) - Dry, Nil.

PO(AWW) - Int (25.11.98); Nil; LOM(AWW) - Int (13.4.99); Nil; PO(AW) - Int (16.11.98); Nil; LOM(AW) - Int (11.3.99); Nil; PO(UW) - Int (5.1.99); Nil; LOM(UW) - Int (8.12.98); Nil; PO(EW) - Int (5.9.98); Nil; LOM(EW) - Int (4.5.99); Nil; POMW - Int (18.3.99); Nil; LOM(W) - Int (3.1.99); Nil; PO(C) - Int (8.1.99); Nil; LOM(C) - Int (5.1.99); Nil; POSSM - Int (2.4.98); 1; LOM(SSM) - Int (25.11.97); Nil; PO(TSM) - Int (21.9.97); Nil; LOM(TSM) - Int (22.4.97); Nil; PO(SM) - Int (30.5.98); Nil; LOM(SM) - Int (6.8.99); 1; PO(WSM) - Int (5.5.98); Nil; LOM(WSM) - 564 (18.4.94); Nil.

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POW(L) - Dry, Nil; POWETS - 673 (3.9.92); Nil; LWETS - 423 (3.11.94); 3; LWTEL - Dry, Nil; POWWA - 591 (21.7.93); Nil.

LWVA - Dry 2; POWHYG - Int (8.11.99); Nil; POWDSA - Int (17.11.97); Nil; LWDSA - Int (8.12.97); Nil; POEN(G) - Dry, Nil; LENIG - Dry, Nil; POAN - Int (4.5.98); Nil; POMA(Q) - Dry, Nil; LMA(Q) - Dry, Nil.

PO(AWW) - Int (25.11.98); Nil; LOM(AWW) - Int (13.4.99); Nil; PO(AW) - Int (16.11.98); Nil; LOM(AW) - Int (11.3.99); Nil; PO(UW) - Int (5.1.99); Nil; LOM(UW) - Int (8.12.98); Nil; PO(EW) - Int (5.9.98); Nil; LOM(EW) - Int (4.5.99); Nil; POMW - Int (18.3.99); Nil; LOM(W) - Int (3.1.99); Nil; PO(C) - Int (8.1.99); Nil; LOM(C) - Int (5.1.99); Nil; POSSM - Int (2.4.98); 1; LOM(SSM) - Int (25.11.97); Nil; PO(TSM) - Int (21.9.97); Nil; LOM(TSM) - Int (22.4.97); Nil; PO(SM) - Int (30.5.98); Nil; LOM(SM) - Int (6.8.99); 1; PO(WSM) - Int (5.5.98); Nil; LOM(WSM) - 564 (18.4.94); Nil.

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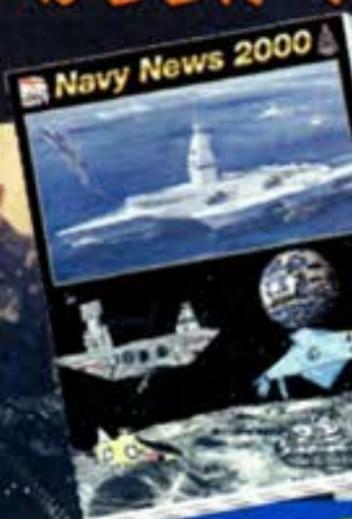
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# At Your Service



## Calling Old Shipmates

**HMS Yarmouth 1954-66:** Laurie Debons is looking for fellow members of the Forward POC's Mess, with a view to a possible reunion. Tel: 01622 763740.

**HMS Crane 'The Last of the Birds' 1943-62:** Association invite ex-shipmates from all commissions to join the existing 120 crew and honorary shipmates. Planning next reunion for Sept/Oct. All details from Tony Nuttall, 85, Conway Road, Carlton, Nottingham NG4 2PW, tel: 0115 9526363.

**HMS Campbelltown:** Ex-WEM Dave (Spoke) Hughes is trying to find Martin (Leslie) James, who served in Campbelltown during 1996-7. Last touch through mow. Dave would like to hear from you. Contact him on 01242 580041, or write to 58, St Peter's Close, Cheltenham, Glos GL51 9DY.

**HMS Constance Association RN1 and D71 1945-51:** seeks Dicky Dines, Tom Sherris, boy A/Is, and all who served in her. Contact Ernie Balderson, 43, Old Place, Shefford, Leics NG34 7HR, tel: 01529 413410.

**Ex-LSBA Terry Carbridge:** Anyone remember Terry from RN Hospital, Haver, Plymouth and Hong Kong HM ships Accolade and Malt of Galloway, 1954-61? Write to 2, Gladstone Villas, Victoria Rd, Newcastle-under-Lyme, Staffs, ST15 1HN, e-mail: T.Carbridge@btinternet.co.uk

**HMS Picotee,** sunk by U boat August 12,

1941. All crew were missing, presumed killed. Trying to trace more families of crew to attend memorial service in August. Contact Mrs D. Laws, 10, Ripon Road, Plumstead, London SE18 3PS, tel: 0181 855 3158.

**Royal Naval Patrol Service:** If anyone served with the following, please contact them: Ed Morland, served BYMS 2015, 2059, MM591, HMS Bracondene and HMS Quagon - reply to 1017, Dot Street, Windsor, Ontario N9C 3H7; Norman Taylor served in HMT Grimstey Town, Magdalen, Vancouver, Ontario N1R 3B4; Doug Berry seeks anyone who knew his brother, CG Alexander Berry, who served in HMS Van Mearant when she was sunk in June 1941 - reply to 3392, Bayview Avenue, Toronto, Ontario M2M 3B3.

**HMAS Mohawk:** Peter (Soozy) Watson, ex-stoker, seeks shipmates from the 1956-70 era, possibly George Tom and Bob Cuder or anyone he knew of served with. Tel: 01983 527344, e-mail: shewatson12@hotmail.com

**Chris Hackett:** You were good friends with Kay Blatchford in the 70s, you also knew Dave Sandell when you served with 41 Cdo with the UH in Cyprus 1979. They are now married and Dave is organising their surprise 40th. Your attendance in March would be the icing on her birthday cake. Contact Mike Martin on 01329 314269 for details.

**HMS Torquay, PO's Mess 1965-66:** Looking for Dicky Allen, John Baker, John Hearn, Jack Duff or anyone else that may remember John Turner of 216, Murray Road, London, Ontario, Canada N6G 3M6.

**HMS Disco, 1963:** Chris Anderson seeks old mates, particularly Andrew Smeaton from Seely Bay. Contact Chris at 36, Victoria Road, Cowes, Isle of Wight PO31 7JH, or e-mail: andy@anderson.freemove.co.uk

**HMS Santes:** Seeking members of 89 Messes last commission 1960-62 or anyone interested in joining association (jvc commission). Contact John Harris, 'Yanhoaze', 10a, Beeleigh Link, Chelmer Village, Chelmsford CM2 6PH, Tel: 01245 252566.

**HMS Tiptoe 1967-69:** Should anyone who served in the Tiptoe remember Twiggy Birch, he would be very happy to hear from you with a view to setting up a reunion. Contact Peter Birch, 19, Bronleigh Drive, Coventry CV2 5LW, tel: 01203 441307.

**HMS Southampton:** John Evans was a boy seaman in the Southampton when she was sunk in January, 1941. He and four others transferred to monitor HMS Terror, sunk off Dema in March. Any of you still around? Contact John at 12, Retford St, Taharunui, Nelson, NZ, tel: 00 64 2 5348 6141.

**HMS Thesaur, Korea 1950-51:** Stan Clark would like to hear from shipmates from 82 Mess during Korea campaign. Ring Stan on 01453 884004, or write to 4, Box Lane, Munchingham, Stratford, Glos GL8 9DH.

**HMS Solebay 1957-60:** Does anyone know of L/S Graham Chipp, thought to have become a GI? He served with Arthur Williams in Solebay. He and wife Wendy and baby served at Malta in the Aurora. Write to 22, River View, Pruthoe, Northumberland NE42 6HS, tel: 01661 830005, or email: arthur\_williams@btinternet.com

**Anson, Barfleur, Bermuda, Amethyst, Sussex, Belfast:** Walter Groom served in these ships in World War II. If anyone remembers Walter, or served in these ships, please contact him at 12, Barbara Blvd, Seven Hills, NSW 2147, Australia, email: w.groom@ppstream.net.au

## Reunions

### February

**HMS Oracle** reunion at Drumlock Centre, Church Hill Estate, Helmsburgh. Details from Marc Duffy, Cox's Office, HMS Vigilant (Sibed) on 02055 7419 or Karl Bailer on HMS Scople 01436 679921.

**West Country Association of Royal Naval Writers** reunion dinner at HMS Drake on February 26. Anyone who has ever worn the Writer's star - including ladies - will be most welcome, together with their partner. Details from D.G. Jewell, 35, Broad Walk, Saltash, Cornwall PL12 4NT, tel: 01752 843416.

**HMS St Austell Bay 1945-56** reunion at Cheltenham on February 26. Contact Doug Hughes, 19, Kipling Rd, St Marks, Cheltenham GL51 7DL, tel: 01242 691259.

### March

**Mini reunion in March** - all HMS Sheffield ex-crew welcome. Please contact Dick (Don) Donovan, 23, Spruce Rd, Coventry CV2 1JQ, tel: 01203 663503. Member of Coventry RNA.

**HMS Belfast Association** first AGM, March 4, 1200hrs on board HMS Belfast, Pool of London. For more details contact Ted Hill on 01708 341803.

**HMS Aurora Association** reunion at the Home Club, Portsmouth, on March 29. For more info contact Stan Fenn on 01403 252 061 or Harry Jones on 01536 713426.

**HMS Gannet and 819 Naval Air Squadron - Ruby and Diamond Anniversaries:** An open day and dinner-dance will take place at Prestwick Airport on March 31. Tickets are limited to 500 at each event (open day free, dinner-dance £15). All

## Over to You

**Combined Operations Base, Inverary, HMS Quebec:** Does anyone remember training or serving with Frank Goubling (1943-45), from Stoke-on-Trent. Any information appreciated by his granddaughter, Contact Julie Hunt, 39, Cliff Street, Smalholme, Stoke-on-Trent ST5 1SQ, tel: 01782 810234.

**HMS Isis, lost November 10, 1942:** Does anyone know the names of the skipper and chief cook from the Isis, who were rescued by the Sicily, on which they died. In a book written in 1956 called The Waters, later published as Flagship to Warranank, a mention of these two is made although not by name. As her father was a cook, Mrs A. Horner wonders if this person was him, if you can help, contact Mrs Horner at 15, Caldecote Rd, Epsombury, St Neots, Huntingdon PE19 2UH, tel: 01480 215241.

**Frederick William King:** Several years ago in a case in Mrs L. Slade's list there were some old service papers, which she would like to return to the rest of it, Mr King was captured at the Battle of Jutland and taken POW, his family informed presumed killed, but from other papers there is an invalidity certificate, medal ribbons and address in Gillingham, Kent, to which he returned on his release. Contact Mrs Slade, 20, Minerva Court, St Johns Road, Bath BA2 6PL.

**HMS Duncan, October 1963** whilst on patrol in the North Atlantic, the ship received a radio message saying 'Ship believed to be on fire. No Mayday. Please investigate'. On arrival at first light they saw a volcano (Surtsey) erupting into the sea a few miles off Iceland. Having lost his pictures, can anyone help Ken Pony Moore to replace the photographs that he took of the event. Please contact Ken at 19a, Between Towns Rd, Cowley, Oxford OX4 3LK, tel: 01865 779354.

**L/Tel George Arthur Rouse** served 1925-47. Last know in ORP Kuzwak (ex HMS Oakley), attached to the Polish Navy, sunk off Malta in 1942. His nephew seeks info, especially from 1942 to 1947. Write to Richard Ling, 27, Norwich Rd, Lowestoft NR32 2BJ.

**HMS Courageous, 1939:** Were you drafted to her from HMS St George (Isle of Man)? Do you remember PO Williams? He remembered you until the end. Please contact his son, M. W. Williams, 59, Baronscourt Terrace, Edinburgh EH8 7EN.

**Fairweather - Henry John and Albert Victor G. Fairweather** is trying to trace details of his great-uncle and grandfather who were stokers. Henry John served from 1909-23, service included Achernon, Victorious, Russell, Commonwealth, Latona and Pembroke II. Albert Victor also served until approximately 1918. Any info is gratefully appreciated. Contact Mr Fairweather on 0171 705 7463.

**Fairmile 'D' class MTBs:** Does anyone know of the whereabouts of any of these craft - other than the whereabouts - anywhere in the world? Ian Rolfe specifically wants to find the last of MTB 759, sold via PK Harms of Appledram, Devon, to Mr E. Baker of Canary Island in 1954. After that the trail goes cold. Contact Ian at 'Kiloran', Cory Drive, Hutton, Berrisford, Essex CM13 2PT.

**William Young, DSM RN 1901-1925 (JIFFI & RAN 1925-29):** His granddaughter, Heather, is trying to get a photo of him. It would seem from his service record that he received a sword in 1926, presumably a ceremonial one. If she can find the serial number of that sword, then possibly she can get more information from the Wilkinson Sword Co, and possibly a photo. Contact Heather by e-mail on sammy@inet.com.au

**HMS Ajax 1942:** Jack Fielding seeks fellow telegraphists who were put ashore in Alexandria, dressed in Army clothes and sent on 'special service' up into the desert, in a WIT Truck. Contact Jack Fielding, 26 The Orchard, Heather Bank, Burnley, Lancs. BB11 5LA.

**O-Day, Mr T. Dorrington,** 112 Hurlington Grove, Cambridge CB1 7UB, whose late brother was aboard the paddle steamer HMS Golden Eagle, believed to have sailed from the Solent on O-Day, would like to contact anyone in the ship that day.

**John Henry Ulms, PO Cox's gunnery instructor,** involved with combined operations instructions in the use of landing craft and associated vessels, if you can give any information on him or the ships in which he served - Monarch, Tiger, Erin, Calliope, Reputa, Pembroke, Cambrian, Vesper, Calypso and Renown - contact K. Taylor, 128 Kingsley Rd, Portsmouth PO4 8HN.

**Army in Malaya:** Ted Harrison wishes to make contact with any sailor who served from 1951-54. He would appreciate any info regarding their experiences in the jungle; photos would be most welcome. Contact Ted Harrison, 37 Ford Park Rd, Mulsey, Plymouth PL4 6NJ, tel: 01752 225470.

**PT2 instructor:** Alfred McLoughlin qualified as a PT2 instructor on November 29, 1963 and is trying to acquire a picture of himself then. He is now almost 62 and weighs almost 15 stone and it is quite a job convinc-

ing relatives and friends that he was a PT1. He remembers seeing a photo in the hallway at Pitt Street Training School. His first job as PT1 was at HMS Collingwood, then HMS Puma, finishing at HMS Victory. Contact Alfred McLoughlin, 126 Leake Rd, Giffarth, Nottingham NG11 0JN, tel: 0115 8469 133.

**HMLST 3031:** Commissioned in Glasgow, July 1945. Has anyone got a photo of the ship. I will pay any expenses. Contact Ray Coppens on 01604 757068.

**HMS Edinburgh in WW2:** Graham seeks info, especially the camouflage pattern of the ship. Does any of the ex-crew have any photographs? Contact Graham on 01283 566203 or email: kaczom@freeuk.com

**HMS Zest 1963-65 Commission:** Vic Carr is trying to obtain a photo of his old ship, the Zest - can you help? Contact Vic Carr by email: VICTOR@viccar.freeuk.com

**HMS Osprey (Sub Base Portland) - Sub L27 - HMS Cyclop (depot ship):** any info would be most appreciated by former CPO Ernie Hampton at 26, Shields Rd, Whitley Bay, Tyne and Wear NE25 8UX, email: mjgmktrm@btinternet.com

**HMS Queen Elizabeth:** Mark Nye is looking for shipmates and associations of this battleship. His father, John Nye, served in her during WW2 in the Pacific as a stoker. Any information would be helpful. Contact Mark Nye, Nye Manufacturing Ltd, 3585 Mavis Road, Mississauga, ON, Canada L5C 1T7, tel: 00 905 897 2311, fax: 00 905 897 2312, e-mail: marknye@nye.on.ca

**HMS Airways HMT Dunston, Sphere,** tickets (cheques payable to Central Amenities Fund, HMS Gannet) must be obtained by applying to the DSO, HMS Gannet, Monkton, Prestwick, Ayr KA9 2RZ, Tel: 01292 674260 or check information on the Internet: <http://www.royalnavy.mod.uk>

### April

**HMS Wizard, HMS Cadiz Joint Association AGM** at Llandudno in April. All commissions, ranks and rates are welcome. Details from Tom Fox, Marofeto, Church Lane, Meriden, Coventry CV7 7HX, tel: 01676 523296.

**HMS Burnham (1940-44)** reunion at Cheltenham on Sea from April 7-9. Details from Sam Langford, 50, Drew Gardens, Greenford, Middlesex UB6 7QG, tel: 020 8902 9701.

**HMS Protector Association** inaugural meeting and first reunion on April 8 at Weymouth. Contact Bill Bartlett on 01202 480767 or Harry Pinkerton on 01492 674685 for details.

**HMS Cassandra Association 1944-67** reunion April 14-16 in Torquay. Details from Bob Sheard on 0114 2307007 or Joe Ince on 023 90 375945.

**HMS Decoy Association** welcomes shipmates from the last commission 1967-70 to next reunion at the Stratton Hotel, Blackpool, from April 14-16. Contact Al Singleton, 42, Upwards Crescent, Farnham, Hants PO16 7JY.

**HMS Revenge, 1939-42** reunion at Portsmouth on April 14. Contact Len Rose on 01903 767592.

### May

**RM Deal, August 12, 1947 - 972 & 973** Squads reunion in May. Interested? Contact Fred Cardoso, 87, Hurst Rd, Sidcup, Kent DA15 5AQ.

**LCG & F Association** will be holding their next reunion at the Royal Sailors Home Club, Portsmouth, from May 9-11. For information contact V. Copeland on 02476 451645 or M. Allen on 01903 279401.

**Landing Barges** reunion will be at the Viking Hotel, Blackpool (Tel 0845 604 1144) from May 15-22. More details from F. Smith, 19, Guardian Court, Moot Lane, Yardley Birmingham B26 1TW, tel: 0121 783 2598.

**De Koninklijke Marine - Torpedos Branch** 125-year anniversary reunion takes place in Den Helder on May 16. For more details telephone 00 31 223 634620.

**HMS Gloucester (1839-41)** reunion from May 19-21 at Royal Fleet Club, Devonport. Details from Ernie Evans, 3, Lake View Rd, Sevenoaks TN13 2EH, tel: 01732 456686.

**HMS Faulkner Association** reunion from May 19-21 at the Royal Sailors Home Club, Portsmouth. Details from C. Heuer, 89, Bowers Road, Benfleet, Essex S57 1BH, tel: 01268 756141.

**ARNO - The Association of Royal Naval Officers AGM** and cocktail party is at the Stationers Hall in London at 1730 on May 25. There will also be functions around the country during the year. The group holiday will be a cruise on the River Rhine from Amsterdam to Basle. More information from ARNO, tel: 0171 402 5231, fax: 0171 402 5533, e-mail: arno@eurossurf.com or visit the website at <http://www.eurossurf.com>

### June

**Hawke 45 Association:** HMS Fogard, January 1945. Entry hold their reunion at the Treacem Hotel, Babbacombe, from June 2-5. Details from Geoff Locker, 136, The Dale, Witley, Waterlooville PO7 5DF, tel: 023 9238 3585, e-mail: geoff@locker.demon.co.uk

**HMS Unicorn Association** hold their next reunion at Gunton Hall, Lowestoft, from June 12-16. New members welcome. Phone 01442 255621 for more details.

**Communications Fleet Chiefs and Warrant Officers** reunion for serving and former personnel will be in the WOs and SFCs Mess, HMS Collingwood, on June 23 at 2000. If you are or were a C, T, W, S or a CT who joined as a communicator, contact Ian Sinton Smith, 01225 818019, e-mail: speaker.ig@btinternet.com, Dick Cookley on 01329 332644, or George Foster on 01730 824299, fax: 01730 824202, e-mail: theburning@compuserve.com

**523 and 524 Recruit Squads, Royal Marines** reunion on June 24 at the Home Club, Portsmouth. Contact George Chandler, 023 9241 2895 or Don Pemp, 92, Pound Rd, East Peckham, Tonbridge TN12 5BL, tel: 01622 871573.

### September

**HMS Jaguar 1959-62** reunion September 9 at the Royal Sailors Home Club, Portsmouth. If you are not already in touch, contact John Sherrard, 49, Beech Road, Purley on Thames, Reading RG8 8DR, tel: 01189 844421 (evenings/weekends)

**Capetown on June 3, 1956,** and is buried in Simonstown Cemetery. Bill Wyeth has a photo of the headstone - contact him at 11, Lightfield, Oakley, Basingstoke RG23 7BL, tel: 01256 781616.

**LI Nicholas Croad:** Can anyone provide info on the incident in which LI Croad was killed? The Times said he died on Sept 14, 1960, in an air accident off Singapore. What ship or unit was he serving with? Contact R. Rogers Jr, PO Box 354, Clarkston, GA, 30021-0354 USA.

**HMS Bronington M1115:** E. Martin is researching Bronington and needs info or photos. All letters will be answered and the history will be kept on board in Manchester for all to see. Reply to E. Martin, 21, Dunster Rd, Worsley, Manchester M28 1AY.

**Majestic** brass inscribed nameband, 29 x 18 for disposal. Bids to Nicko Franks, Ketch Manager, Arcthusa, Lower Upton, Rochester ME2 4XB, tel: 01634 711566/719933, fax: 01634 295905. Proceeds to Shaftesbury Homes and Arcthusa charity.

**HMS Eagle and Trawler Stoke City - WW2:** Harry Hope served in both, Nov 78, and would love to hear from old shipmates. Contact son Andy Hope, Ham Mills Yard, Bowshill, Shepton Mallet, Somerset BA4 5BA, e-mail: andy@greenwashed.co.uk

**Greenwich Division, class 146:** Ron Scott wants a photo of his new entry class - Nuzzers in Rodney 2 line, one was taken on a tennis court. Contact Ron at 1, Triumph Court Highton, Geelong, Victoria, Australia, 3216.

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**Louise Osborne, United Productions, TV Centre, Bath Road, Bristol BS4 8BG. Tel: 0117 972 2307**

**SEARCHING** for your old shipmates? Visit our website <http://www.the-ex-forces-network.org.uk> No internet connection? Postal Service Available. Send an SAE. The Ex-Forces Network (RN), PO Box 106, Bishop Auckland, DL14 7YE.

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Please send me details and a membership application form.

## AIRCRAFT OF THE ROYAL NAVY No 40

• A Sea Devon and (below) a Sea Heron, both of 781 Naval Air Squadron which was based at HMS Daedalus.



## de Havilland Sea Devon

DEVELOPED from the successful de Havilland Dove, the Devon (in RAF service) and Sea Devon C.20 enjoyed long careers in communications and light transport roles.

The Navy variant - 13 aircraft were acquired in all - was particularly long serving, flying from 1955 right up to the end of 1989, finally retiring at RN air station Culdrose where Sea Devons formed part of the equipment of 771 Squadron.

Before the mid-Eighties they had served for 26 years with 781 Squadron flying from HMS Daedalus, and had served briefly in the late Fifties and early Sixties with 727, 750 and 765

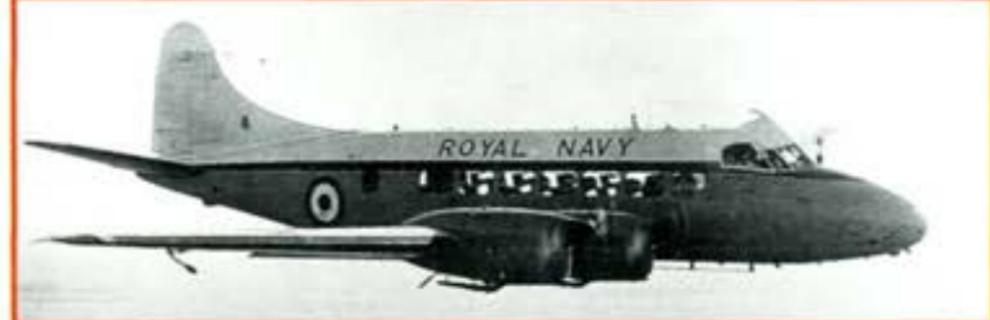
Naval Air Squadrons.

From 1961, the Sea Devons of 781 Squadron were supplemented by the closely related, four-engine Sea Heron C.20. The elegant aircraft - four of the military Herons famously forming part of the Queen's Flight - remained in Naval service for 20 years.

The Sea Devon was powered by a pair of 340hp de Havilland Gypsy Queen 70 engines giving a maximum speed of 210mph at 8,000ft. Range was 880 miles.

Sea Herons had four Gypsy Queen 30 engines, each providing 250hp and a maximum cruising speed of 183mph. They had a range of up to 1,550 miles.

... and Sea Heron





# Helping Hands



## Prize cash helps kids have a ball

COMPETITION success for Navy photographers in Portsmouth has brought a £500 windfall for a charity for children with special needs.

The RN Surface Flotilla Photographic Unit took second place in the Navy's Peregrine Trophy awards, and the £500 Kodak prize was handed on to the Hampshire branch of KIDS, a national charity set up in 1970.

Hampshire KIDS, centred in Gosport and Fareham, has provided more than 2,000 places for families since it opened in 1990, and is now developing its services in other parts of the county.

The money helped KIDS achieve their 'Reach for the Stars' appeal £10,000 target.

● *Having a ball* - pictured in the KIDS soft playroom, from left, Paul Smith, Dave Hunt, Christine Wood and Brad Bradbury of the Surface Fleet Photographic Unit, with Clare Collier (left) with her sons Thomas and Alex, with Community Fund-raiser Claire Coxwell (right).



## In Brief

### Need is satisfied

ALMOST £1,000 was raised for *Children in Need* by collections at Victory Building in Portsmouth, organised by Roger Eustice and carried out with the help of the RN Motorcycle Club.

Part of the effort was a sponsored roller-blade event which took participants through the Naval Base during their lunch-hour.

### Charities rally round

THE AUTISTIC son of a Navy submariner has a much-needed playroom - thanks to the RN Benevolent Trust and other charities.

Six-year-old Thomas Wiltshire's play and treatment room needed an extension built at a total cost of £16,000. The RNBT provided £6,000, the RN and RM Children's Trust matched that, and the Special Navy Fund and Earl Haig Fund, Scotland, provided £2,000 each, while Cath McBurnie, of Renfrew branch of SSAFA - Forces Help, assisted with the original feasibility study.

### Walk aids hand appeal

MEMBERS of SCU Leydene walked 107 miles of the South Downs Way from Eastbourne to Winchester in five days - and raised £1,000 for the Kerry Walker Hand Appeal.

Three-year-old Kerry, of Clanfield in Hampshire, was born with a malformation to six of her fingers, and requires surgery in America. The cost of the operation is £80,000, of which £55,000 has so far been raised.

### Runners shape up

FOUR Naval members of the UK military presence at SHAPE (Supreme Headquarters Allied Powers Europe) helped raise £3,000 at the Berlin Marathon.

LWTR Sue Scott and Lt Cdr Greg Smith ran, while LWTRs Mark Allen and Mat Hayes helped with fund-raising. The money will be split between Macmillan Nurses, Children Nationwide and the Royal British Legion.

### Hampers donated

PERSONNEL from HMS Collingwood pooled resources to provide hampers of goodies for the elderly over Christmas, which were donated to Fareham social services for onward distribution.

### Heart of the matter

CHIEFS in HMS Campbelltown have presented £500 to Heartswell, a charity based in Derriford Hospital, Plymouth. The money will help build a house for 30 heart patients.

The cash was raised through a number of events in the Type 22 frigate's CPOs' Mess in the last year, including an endurance run, beard shaving and a series of social events.

### URNU aids hospital

MIDSHIPMEN and officer cadets of the Northumbrian Universities RN Unit raised £1,000 for the Children's Heart Unit Fund of Freeman's Hospital, Newcastle, to help buy a £25,000 bio-ventricular machine. The money was raised at the HMS Callopie charity hall and by football lottery cards.

## Low mag - high yield

THE SHIP'S company of HMS Berkeley held a 'Low Mag Man' challenge - and raised more than £100 for the Jubilee Sailing Trust.

Using ship's fitness equipment, 33 people completed a 2km row, a 3.5km cycle ride and 1,000 steps on a stepper machine.

Each paid for the privilege - and those who did not take part also donated generously.

And all the while the ship got on with her operational tasking - several fishing vessels were boarded and checked while the contest was in full flow.

The team event was won by LS(D) Dave Audley, who was also the individual winner, AB(D) Apollo Creed, AB(D) Richie Throup and MEM(L) Lee Jackson.

## Eastern promise

A NAVAL reservist is aiming to join a sponsored cycle ride in China to raise money for people with learning disabilities.

Lt Cdr Mike Souter, a former RN supply officer, is halfway to his initial fund-raising target of £2,500.

In May he plans to join around 100 cyclists who will ride 480km to and from Beijing, taking in the Great Wall and finishing in Tiananmen Square.

They will pass through a series of stunning landscapes and past a number of historic sites, including tombs of the Ming emperors and Fragrant Hill Park.

The ride is being organised by Mencap, and 46-year-old

Mike is undergoing a fitness programme devised by Fitness Express at Park Farm.

Anyone who can help Mike, who is in the RNR and based at HMS Northwood,

can contact him on 01603 759379.

Cheques, payable to Mike Souter's China Bike Ride, should be sent to PO Box 3, Wymondham, NR18 0UT.

## Baking honour is icing on the cake

THE BAKING team of Hove Sea Cadets made the national top 20 in the Hartley's-sponsored Nice and Sweet Challenge.

Raising funds for the National Autistic Society by baking and selling cakes, the team - Lt (SCC) Paul Heward RNR, Nick Hall, Linda Mesdall and Lucy Knight - had a good reason for joining the fun.

"I have my own autistic son, Thomas, who is nine," said Paul.

"Increasing awareness about autism, and raising funds to further the work of the National Autistic Society, is something which is very close to my heart. The Nice and Sweet challenge was a great way to get the cadets involved."

## Meat and two charities

WARRANT Officers and senior ratings from HMS Collingwood have donated £500 to the Mountbatten Community Trust to help buy a new computer.

The money was raised from regular mess meat raffles.

The same raffles also produced £380 for Heathfield Special School at Cosham, Portsmouth, to buy equipment allowing the children to communicate with teachers more effectively.

The two cheques were handed over by CPO Robbie Robertson and PO Crawford Foster respectively.



● *Clearing up* - Royals sweep rubbish from Whitecliff Bay.

## Royals go ashore to clean up

ROYAL Marines at Poole undertook a beach exercise with a difference when they cleared rubbish from a picturesque bay in Dorset.

In conjunction with the Poole-based environmental vessel Ocean Defender, 15 volunteers took a landing craft to Whitecliff Bay near Swanage, from which rubbish could only be cleared by sea as the beach is inaccessible by road.

As they were using the latest LCVP Mk 5 craft, the Royals did cross-decking drills and rigid raiding craft riding en route for training.

Paul Kelway, of Ocean Defender, said: "We collected 52 bags of rubbish weighing over a quarter of a tonne."

"There was all sorts of debris there - fishing line, bottles, cans, plastics and polystyrene - even several metres of roofing felt and a lorry wheel arch."

"We're very grateful to the Royal Marines - their support was absolutely vital."

## Ship of the Month



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# Sport

## Sporting challenge issued for New Zealand games

SUPER sportsmen and women are invited to take part in the 2001 Supergames, which take place in New Zealand.

The inaugural games present the opportunity to compete in a number of sports, both team and individual, against personnel from other armed forces, law enforcement and emergency services. Invitations have been sent worldwide.

More than 70 sports, from athletics to rugby, are planned for venues in and around Christchurch.

The event is not sanctioned by the NZ Defence Force, so persons entering must do so as individuals.

Further details are available from organisers on (fax) +64 9 376 3420, or check the website at [www.supergames2001.co.nz](http://www.supergames2001.co.nz).



## RN skiers bear up on exercise

NOVICE skiers had a bruisingly enjoyable introduction to the arts of Telemark and cross-country skiing on a RNRM adventurous training expedition to Canada.

Exercise Brown Bear began with an intensive package of basic instruction by Sgt Tom Paterson (CTCRM), after which the group undertook cross-country ski tours of the area surrounding the resort

of Whistler. Evenings brought the chance to sample snow mobiles and night skiing.

The exercise proved popular, with novices learning the basics of the demanding yet graceful Telemark technique, and old hands honing their skills.

The Sports Lottery Fund, unit funds and the Navy's sports directorate all contributed to the expedition.

## Youth side lose to last minute strike

THE FORMER Navy director of football coaching watched his new organisation beat his old in a thrilling finish.

Lt Cdr Henry Millington, now acting as Head of Coaching for the Sussex County FA, and formerly RN Youth chairman, was in the crowd to see the county youngsters snatch victory against the Navy.

The Navy were outplayed in the first period, and were fortunate to be trailing by a single goal at the break.

Only an outstanding performance in the RN goal by SE(S) Mac McDonald (HMS Norfolk) kept his team in the game.

Following stern words at the break from coach Jed Stone, the RN stepped up a gear.

The young Blues drew level when AEM Lee Turton (RNAS Yeovilton) netted, and almost won the game with five minutes left, a fierce drive by OM Martyn Tomkinson (HMS Newcastle) coming back off the bar.

But Navy hearts were broken in the final minute when Sussex scored on the break.

The Youth side is home to London on Feb 6 (Burnaby Rd, ko 1330) and the Army in the inter-Services (Feb 20, ko 1100).

Any young sailor or Marine born August 1 1980 or after interested in being selected for the side, and the annual Easter tour to Texas, should contact their local PT staff or Lt Mark Jones (RNFA(Y) secretary) on 93832 7322.

# Good win heralds a return to form

THE NAVY went into their SWCC match against Gwent at RN air station Yeovilton knowing that only a victory would maintain their chances of winning the competition – and they duly delivered a convincing 3-0 scoreline.

The RN was strengthened by the return of four players, and they were straight on the attack.

After four minutes a Paul Clapham corner caused chaos in the Gwent area, and when the ball eventually fell to Nigel Thwaites 12 yards out his stunning first-time volley gave the Navy the lead.

Man of the match Fraser Quirke was in inspired form, and his tenth-minute drive fizzed inches wide after he lost the Gwent defence with a mazy run into the box.

The Gwent side played some creative attacking football but lacked the cutting edge up front.

Welsh forward David Watts was put clear on goal after 33 minutes, but a last-ditch tackle by Johnson denied him a shooting

opportunity, and his side were soon on the defensive again.

After a good spell of Navy pressure, Thwaites picked out Quirke ten yards from goal and the Navy No 10 put his side 2-0 ahead with a cool finish.

LPT Dave Wilson seemed to have been brought down inside the penalty area soon after, but the referee waved away the appeals.

Evans and Thwaites went close to extending the Navy's lead, and the Dark Blues continued to dominate until the break.

The half-time talk fired up the Gwent players, but when Wilson's superb corner was met by Johnson with a bullet header on 55 minutes, the game was all but over.

Gwent forward Watts raced clear with only Adams to beat, but the Navy keeper denied him with a good fingertip save, but at the other end Wilson drilled a shot wide from inside the area and a Thwaites overhead kick inside the box sailed just over the bar.

If the Navy maintains this level of form, and results go their way, then you would not bet against them winning silverware.

■ A below-strength Navy team was beaten 4-0 by the Prison Service in a friendly match.

But even the full-strength side would have had battle on their hands to contain a lively attacking team.

■ The Royal Navy football team has been voted Combined Services sports team of the year.

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● Champions – HMS Collingwood celebrate their cup final victory.

## Local rivals contest cup final

IT TOOK penalties to divide the teams contesting the women's football cup final – and the HMS Collingwood goalkeeper ensured her side took the trophy.

The Navy Cup final was something of a local derby, with Collingwood playing host to HMS Sultan.

The Collingwood team soon got into their stride, but despite the

pressure they could not find a way through the Sultan defence.

And it was Sultan who broke the deadlock when, on 25 minutes, Trish Johnson tucked the ball home.

She then doubled her tally just before half-time, leaving the Gosport establishment 2-0 ahead.

Collingwood continued to battle after the break, but it was 70 minutes before their efforts were rewarded with a goal from Linda

Hanna. A 25-yard free kick by Lisa Alford which struck the bar gave Collingwood heart, and when a cross from the right was not cleared Paula Reay punished Sultan by scoring the equaliser.

With light fading, the referee decided extra time wasn't possible and the match went to penalties.

And it was Jill Spence of Collingwood who made the vital saves to give her team a 5-3 win.

## Sport

# Logs block rivals in cup showdown



● Moving fast – a Collingwood player runs into a tackle from Commando Logistics in the RN rugby cup final at Burnaby Road, Portsmouth.

Picture: LAIPHOT/Dave Hunt (SFP)

A TOUGH rugby cup final battle between power and guile was in the balance until the final whistle, writes S/Lt J.M.S. Durup RM.

HMS Collingwood, playing at 'home' at a floodlit Burnaby Road, welcomed for the first time in the 26-year history of the competition the first XV of the Commando Logistic Regiment RM (CLR).

Both finalists convincingly won their area deciders, making speculation over the outcome difficult.

But with a spread of players from various representative levels of Royal Navy, Army and Royal Marines rugby, it was always going to be a close and tough game.

HMS Collingwood – fielding the most recent Navy front row in its entirety – dominated the forward game from the start.

The Collingwood front five won all their own ball, and impressively shoved back the visitors when against the head almost every time – so awesome was the Collingwood advantage that push-over tries from the 22 always looked on.

To the CLR side, which has always played an open game with mobile rather than large forwards, this strategy, combined with losing line-outs and a head wind, was near-impossible to defend against.

Releasing the ball quickly through channel one, and turning the scrum, were the only solutions – but this strategy soon conceded a penalty, kicked by PO Scott.

From the restart CLR looked much more determined, and after 20 minutes some excellent retention and pressure led to L/Cpl John Rhodes scoring in the corner, converted by Moe Kerry Slyman.

It wasn't long before Collingwood scored the push-over try which had been threatened, and after another intensive forward drive PO Burns, the Collingwood skipper, drove low through an overstretched CLR back line to score again. Both were converted.

Despite reaching the break 17-7 ahead, the Collingwood reliance on forward play meant they failed to take full advantage of the wind and hardly involved their backs – a mistake CLR exploited.

With the wind at their backs and the Collingwood pack tiring, Logs turned up the heat, and a combination of aggressive team play and neat handling kept the home side pinned in their own half.

This unrelenting pressure brought tries for Moe John Porter and Sgt Bob Armstrong, one of which was converted.

In the dying moments, Collingwood broke free, and the desperate CLR defence conceded a penalty.

But Collingwood elected to take the scrum, and CLR held out for a 19-17 victory.

## Services expedition wins prize

A JOINT Service diving expedition of which half the members were from the Royal Navy has won a prestigious national award.

Expedition Saratoga Crossroads, which took the team to the wrecks used in atomic and hydrogen bomb tests in Bikini, has been chosen as the British Sub Aqua Club Expedition of the Year.

The group dived on a number of wrecks, including the US aircraft carrier Saratoga and Japanese battleship Nagato.

A full report and pictures will appear in the health and fitness supplement in next month's Navy News.

## Yacht pipped

NAVY yacht Adventure was beaten by overall race winner Racer of the RAF in the final leg of the Transglobe round-the-world race.

The two boats were left to scrap over the final honour after Army yacht Broadsword was forced to pull out with technical problems.

However, the Army yacht was still placed second overall because it won more legs than its Navy rival.

## Badges up for grabs

THE ROYAL Navy Boxing Association has arranged the following half and full badge coaching courses, open to all members of the RN and RM.

**Half badge courses:** Portsmouth (HMS Temeraire), Feb 8-11 – attendance as selected by the RNBA. Applications to Steve Penberthy, HMS Temeraire.

**Scotland** (HMS Neptune), March 27-31. Applications to CPOPT Mal Badham, Scotland Com-

mand recreation office.

**Plymouth** (HMS Drake), May 8-12. Applications to POPT Kay Bowen, Command recreation office.

**Portsmouth** (HMS Nelson), June 26-30. Applications to Steve Penberthy, HMS Temeraire.

**Portsmouth** (HMS Temeraire), July 11-14. Applications to Steve Penberthy.

**Full badge course:** Portsmouth (HMS Nelson), July 17-21. Applications to Steve Penberthy.

## New trophy for point to point

A NEW silver gilt trophy is up for grabs in this year's United Services point to point race.

The trophy, made available by the Royal Artillery will be contested by a quality field in the 12st open race, traditionally an ideal preparation for Cheltenham and Sandown.

In anticipation of a large entry, a second trophy, the Wetherby Cup, originally presented to HMS Ceres by the Wetherby Steeplechase Association in 1955, will be contested by a second division.

The race is on Saturday February 19 at Larkhill, on Salisbury Plain.

First race is at 12.30, and entry is £12 per car (£6 on production of an Armed Forces ID card).

# Hopes high for cross-country bid

IF THE RESULTS achieved by Navy and Royal Marines runners at county-cross country events are anything to go by, the inter-Service championships next month could witness the first victory for the Senior Service, writes Lt Graeme Riley.

At the least, the contest is expected to be tightly-fought by three evenly-matched squads.

In the Devon championships, Cpl Gary Gerrard (RMR Bristol) regained his title with a solid win at Exmouth, while WO Terry Pares (RMB Lymington), in his first year as a veteran, took the Vet 40 honours ahead of last year's inter-Service veteran champion, WO Steve Payne (RMB Bickleigh).

Steve will be determined to reverse this result, but with Maj John Rye (RMB Lymington) and Lt Ginge Gough (HMS Temeraire) both running strongly, competition in the Veteran ranks will be fierce, with any one of this group capable of winning next month.

In Cornwall, LWPT Belinda Fear (RNAS Culdrose) had a fine run to finish third, and last year's Navy No 1, Msnr Tim Watson (HMS Nelson), also took third, this time in the muddy Hampshire championships.

At the Lancashire championships, Cpl Mark Croasdale (RMB Chivenor) was unable to add a third title to his collection, having missed several weeks of training, but a fourth place suggested he will be a good bet for individual honours at the inter-Services.

Two of last year's team, LCH Tony Roper (HMS Liverpool) and POWTR Paul Levick (RNAS Culdrose), ran in the Avon and Somerset event.

Tony showed that his recent sea time hasn't dulled his competitive instincts with a fine fourth place, while Paul staked a claim for a county vest in seventh. Both Paul and Tony will be vital to the RN challenge.

Following last year's watershed second place, the Navy are eager to go one better, though the Army and RAF will not have ignored the upturn in the Dark Blues' fortunes and will field their strongest sides.

However, in addition to the County runners, with Lt Cdr Dai Roberts (Den Helder) coming back to his best form and Cpl Mark Goodridge (HORM) making rapid progress, this certainly could be the Navy's year.

Blackdown camp on March 3 is the place to see if the first champions of the new millennium are wearing Navy colours.

■ ANYBODY wishing to run for the RNAC in the remaining fixtures should contact Lt Graeme Riley on 9375 52313 or 01752 229092 (Westward League) or Cdr Brian Davies on 9380 23994 (Hampshire League).

## Medals all round for rowers

EVERY member of a mixed team of Navy rowers managed to win a medal on a tour to Argentina.

The team – five men and four women – found themselves competing against South American international champions in the international regatta outside Buenos Aires.

In addition, team members displayed their versatility by racing in singles, double and quad sculls as well as rowing in pairs and a four.

Outstanding performances came from Cdr David Hosking, who raced in four events, and S/Lt Doyle and S/Lt Grey, who each raced in three events.

The female quad, sculled by Lt Carpenter, Lt Drake, S/Lt Milles and Mid McKenna, managed to take a bronze medal in a race featuring the

pan-American Olympic champions.

One team member, CPO Brian Kemp, raced in a combined eight with a team from Twickenham rowing club, again clinching a medal.

Royal Navy and Royal Marines rowing continues to go from strength to strength, with appearances all over Great Britain as well as tours to far-flung corners of the world.

The male and female squads have been developing at a tremendous rate to enable such participation – the men's squad has now raced at Henley for the past two years, and the women's squad looks set to take their first four to Henley in June.

For more details of Navy rowing, contact your PTI, HMS Temeraire, or your local gymnasium.

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# BIG SHOT AT MILLENNIUM SHOW

# New Defence guidelines over research with humans

● On the stroke of midnight a laser beam is fired by HMS Westminster into the night sky to mark the start of the new millennium. The Type 23 frigate was at Greenwich, near the Millennium Dome to play her part in the celebrations. Picture: Lt Cdr Chris Percival



## Sandown's sonar finds wreck of Harvester

HIGH definition sonar used by the minehunter HMS Sandown was instrumental in swift identification of the wreck of the fishing vessel Solway Harvester.

The scallop trawler sank off the Isle of Man in a Force 9 gale on the night of January 11. Her seven-man crew perished.

Royal Navy help to find and identify the wreck was requested by the marine accident investigators, and the Clyde-based Sandown arrived on the scene on the evening of January 15.

Within two hours of starting her search the next morning she had found the missing vessel lying about 120ft deep. Her data and underwater video film were passed to the investigators who then called in their own survey vessel.

A Royal Navy helicopter from HMS Gannet and the tanker RFA Bayleaf were among the vessels and aircraft involved in the search for the Solway Harvester when she went missing.

The Bayleaf was en route from Garelochhead to Gibraltar when she received a relayed mayday signal from the trawler.

## First engineer as Second Sea Lord

VICE Admiral Peter Spencer has made Royal Navy history by becoming the first engineer officer to be appointed Second Sea Lord. He succeeded Admiral Sir John Brigstocke on January 19.

On the day of the supersession, Admiral Spencer made a special request that his flag be flown in the harbour training ship HMS Bristol, in which he served as Weapons Engineer Officer when she was active in the early 1980s.

## Future foes 'may not need huge resources'

THOUGH our future enemies are unlikely to have the strength to meet a NATO force in open battle, they may not need huge resources to attempt to make our operations costly in blood and treasure.

This was the message given by

## PAYMENTS OF UP TO £2,000 BACK-DATED

# BONUSES AIMING TO CUSHION THAT LONG SEPARATION

NAVAL personnel are expected to benefit by up to £2,000 in taxable bonuses as a result of a new package of measures to compensate Service people for long periods of separation from home and family.

The changes, announced by Defence Secretary Geoff Hoon, were forming part of the first Defence White Paper since the Strategic Defence Review in 1998.

They involve improvements to the Longer Separated Service Allowance (LSSA) and the Longer Service at Sea Bonus (LSSB).

The new bonuses have been introduced to compensate personnel who experience the most separation. There will also be a reduc-

tion in qualifying time - personnel will be eligible for LSSA or LSSB after 18 months service rather than the three years that previously they had to serve before payment.

Criteria for the first LSSA bonus is that personnel who, from December 1, 1997 have experienced more than 280 days separation in a two-year period, will receive £1,000, and if they then complete 365 days in the same year, they will get a further £1,000.

For LSSB, personnel must have spent either 12 months deployed or less than nine months in their base port before being eligible for a £1,000 bonus, and if they then have spent 16 months deployed or less than six months in the base port they receive a further £1,000.

All the bonuses are taxable. Mr Hoon has pledged that pay-

ments will continue in future. The system of calculating entitlement will be on a 'rolling' two-year basis and the initial payment will be retrospective.

The other change announced is a new 'On the Road' status which will provide allowance to a small number of personnel who - due to the current 'ten-day rule' - do not receive LSSA. The rule lays down that LSSA does not begin until sailors or Marines have been away for more than ten days. All other separation is still compensated within the X-factor.

'On the Road' posts will be filled by personnel who frequently spend a large proportion of their time away from their place of duty.

Announcing the changes, Mr Hoon said that the Government was meeting its pledge made in the Strategic Defence Review to follow a 'policy for people'. "We are tackling the high level of commitments faced by our Armed Forces," he said.

A Royal Navy spokesman at the Ministry of Defence told Navy News: "These enhancements are a significant addition to our allowance package."

"Personnel will receive the allowances at a much earlier stage in their careers and, in particular, the payment of bonuses recognises the commitment of, and turbulence suffered by, those individuals who have experienced the most separation."

## CODE OF HONOUR

■ From front page judgment in September in favour of four British ex-Service people who had each been discharged on grounds of homosexuality.

Mr Hoon said the Chiefs of Staff had endorsed the outcome of the review which had drawn on the experiences of other countries - particularly Australia where there was no ban.

He said the revised policy "preserves the operational effectiveness of our Armed Forces, respects the rights of the individual and takes full account of the Court ruling."

The new policy has been welcomed by gay pressure groups, including Rank Outsiders, a support organisation for homosexual personnel in the Armed Forces.

Chairman of the group, Steve

Johnston, said: "We are glad our advice has been taken on board and that we will now see an end to the discrimination that has affected so many people's lives."

"Rank Outsiders will closely watch the implementation of the ruling, and we are keen to work closely with the Ministry of Defence to ensure equality and fairness for all. We will also be concentrating on the welfare and support needs of lesbian and gay personnel still serving."

The policy change will allow those who in the past have been discharged for being homosexual to rejoin the Forces provided they continue to meet the entry requirements for personnel seeking reinstatement, and have the up-to-date skills that are needed.

NEW GUIDELINES on ethical principles over Defence research involving humans have been drawn up by the Defence Scientific Advisory Council (DSAC).

The recommendations are designed to ensure that ethical standards are applied consistently across all Ministry of Defence research.

They follow a recent review of the MOD's ethical framework for human experimental studies, the regulations governing which follow very closely the accepted guidelines laid down by the Royal College of Physicians.

Drawing on the Royal College's guidelines, the DSAC identified the following principles:

■ Research must be conducted in accordance with the principle of minimum risk, and that any risks had to be justified.

■ There should not be direct individual approach to recruit volunteers, but they should be called for in a group situation or through notices such as Defence Council Instructions.

■ Potential volunteers should be briefed on the purpose and nature of the research and its risks, and should be told that they can withdraw at any time.

■ Volunteers should only sign consent forms after being given time for consideration.

■ Medical supervision must be available during studies.

■ Checks of background information such as medical records should be made to ensure a participant is fit to take part.

■ Details of participants and protocols should be retained long-term.

The DSAC guidelines do not cover clinical research in Service hospital units or by Service medical officers, nor do they cover training that does not extend beyond normal military duties.

However, if equipment test and evaluation involves human participants, each case should be judged on its merits in the light of laid down procedures.

Details of the ethical conduct guidelines are published in General Defence Council Instruction 333/99.

## Improved sub-fired cruise?

PROPOSALS for an Anglo-American project are under discussion with the aim of developing a submarine-fired version of a new, smarter cruise missile.

The RN's attack submarines are being converted to fire Tomahawk Block 3 missiles through their torpedo tubes. The first to receive the system, HMS Splendid, has already expended an undisclosed number of the missiles in action off Kosovo - and that version of the weapon is now out of production.

However the newer, Improved Tactical Tomahawk (TacTom) - is being designed only for vertical-launch tubes. It will have the new capability to be switched in flight to an alternative target or to loiter for more than four hours before being directed.

Although more hi-tech, the cost of the new version is less than half that of the Tomahawk Block 3 missiles being used by the RN. The cut has been achieved through simplified design and lower-cost airframe and propulsion among other factors.

A spokesman for the Ministry of Defence said no decision had yet been taken on development of a tube-launched TacTom, but a feasibility study had been launched to evaluate design options.

## Gold Rover towed home

FLEET tanker RFA Gold Rover had to be towed over 100 miles into Plymouth when she lost power in both engines off Lizard Point.

The ship experienced a clutch breakdown which could not be repaired at sea. Two tugs were despatched to tow her in to Devonport which she reached on the morning of January 18.

A spokesman for the Ministry of Defence said the weather had been good and the ship had not been in any immediate danger. At the time she had been duty tanker for ships taking part in sea training.



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